

City Plan — Vision 2045

Existing Conditions:
Recent Trends and Current Direction

MARCH 6, 2023



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INTRODUCTION



What is City Plan?

City Plan — Vision 2045 (City Plan) is a long-range plan that will create a strategic framework to balance equitable growth, quality of life improvements, and public and private investments in our city over the next two decades. City Plan will address topics that impact how people experience and interact with the City such as where businesses, homes, sidewalks, bike lanes, parks, and much more are maintained, enhanced, and added. It will also look at how our built city can better reflect and advance our community values around topics like quality of life, economic development, housing and neighborhoods, transportation, health and safety, and growth management. The process to create the Plan will tackle difficult questions about the City's current development patterns and provide an overarching tool for communicating community-driven goals and policies. Overall, this Plan will help shape the future of the places we visit, play, and live by preserving what's important to our community and guiding investments that help make Amarillo a vibrant and attractive city.

The existing Amarillo Comprehensive Plan was adopted 13 years ago. The new long-range plan, City Plan, will update the City's adopted vision and growth policy framework to reflect the current needs and desires of the community. For the long-term success of our City, it is important to embark on creating City Plan. As the City of Amarillo continues to develop and grow it is crucial to establish a vision that will direct and manage the future investments, growth and development. The planning process will provide guidance on how the City will evolve to take care of the development we have as well as plan for new development to come.

How Does City Plan Relate to Recent Planning Efforts?

City Plan will build on recent planning efforts, including lessons learned from the recent zoning code update process. Typically, zoning code amendments come on the heels of a city's adoption

of a new comprehensive plan. However, Amarillo's last Comprehensive Plan was adopted in 2010. In spring 2022 when the recent Zoning Code update was presented, many residents felt they had not been able to participate in the process. City Staff agreed that the final proposed amendments did not have sufficient community input. In addition, some of the final edits to the Zoning Code update were inconsistent with the 2010 Amarillo Comprehensive Plan. City Plan will provide us with an updated community vision for the City and set the stage for a Zoning Code update that is consistent with the community's vision.

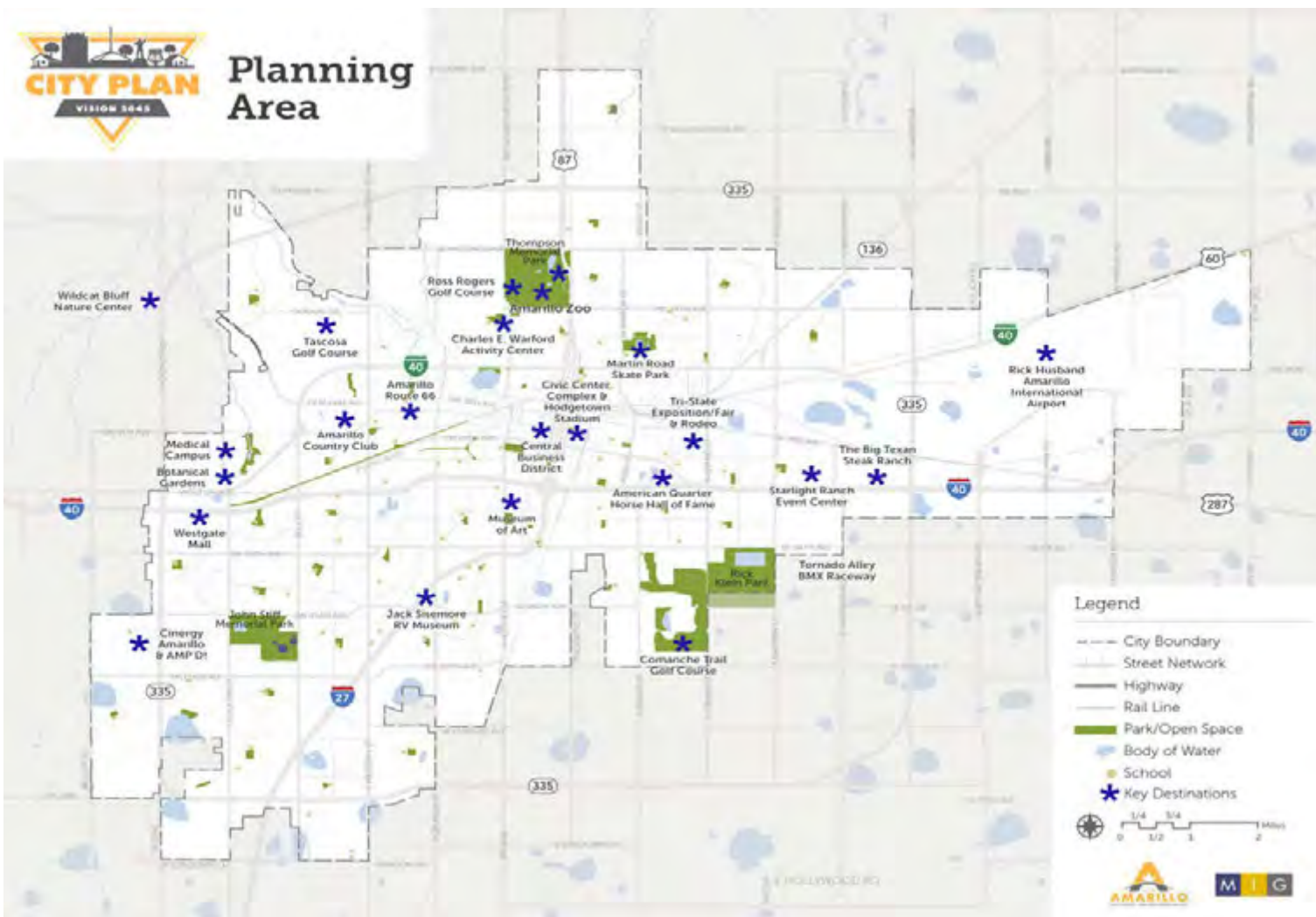
City Plan will also incorporate the Partnership for Development Progress (PDP) Strategic Plan. The PDP guided the City on how Amarillo should address growing infrastructure needs, including necessary operations, maintenance, planning and growth. Primary and Secondary Recommendations from the Strategic Plan will directly inform City Plan's Community Mobility and Infrastructure Plan Element and help to inform the elements related to Growth Management and Capacity, as well as Land Use and Community Character.

What is this Document and How is it Organized?

City Plan will provide updated and unified policy direction to guide implementation tools, such as zoning, economic development incentives, and infrastructure and amenity investments. It will outline new strategies for addressing citywide opportunities and challenges. This report begins setting the stage for policies and strategies by looking at Amarillo's history and existing conditions for the following topics:

- Growth Management and Capacity
- Land Use and Community Character
- Housing and Neighborhoods
- Parks and Cultural Resources
- Community Mobility and Infrastructure

The topics introduced in the Amarillo Comprehensive Plan and City Plan will build and update on each of those elements. As each element is researched, the data, policy, and findings begin to tell a story about recent growth trends and patterns within the City. The data and policies



researched for this report were sourced from the Amarillo Comprehensive Plan; Parks and Recreation Master Plan; CDS ResIntel Housing Study; adopted Neighborhood Plan, including North Heights, Barrio, San Jacinto, and Eastridge; the Partnership for Development Progress Strategic Plan; Regional Multimodal Plan; an inventory of businesses in Amarillo; City building permit records; City vacant lots assessment; school district

boundaries; planned transportation projects; City traffic counts; and information gathered during previous zoning code revision efforts. This report sets the stage for each element and provides a summary of the current direction the City is headed in.





BRIEF HISTORY OF AMARILLO

BRIEF HISTORY OF AMARILLO

Founding

Located in both Potter County and Randall County, Amarillo is situated in a geographically strategic location. It was established as the administrative center upon its founding in 1887. The first railroad freight services arrived that same year the City was founded. Approximately two decades later, Amarillo became the fifth city in the nation to adopt a City Commission and City Manager form of local governance. Since 1913, Amarillo has developed as an economic hub, allowing Amarillo to become one of the largest urban areas in the Texas Panhandle. There are direct highway connections to Oklahoma City in the east, Denver in the north, and Albuquerque in the west and these links to multiple states and the larger region help support the local economy. Amarillo's community and decision-makers can continue to shape the direction of growth and build on the City's assets to strengthen its natural and built landscapes for future generations.

Driving Industries

Since its founding in 1887, the City of Amarillo has been one of the top commercial centers for the Texas Panhandle. After it was established, Amarillo became a prime cattle marketing center and the hub for freight movement. The City also became a hub for health and educational services with the establishment of St. Anthony's Hospital in 1901 and West Texas State College in 1910. Amarillo quickly became a key retail trade center for the Panhandle area, the State of Texas, as well as the surrounding multi-state area. By 1915, Amarillo began establishing itself as a natural resource hub. Gas and oil were both found in Amarillo, leading the City to add a zinc smelter, oil refineries, and oil-shipping facilities. In 1928 Amarillo established the United States Helium Plant, due to the high helium content near gas fields.

In 1942, the Amarillo Army Air Base was established resulting in a sudden spike in population. The base was in use for over twenty years. With the growth of large industries, Amarillo opened its international airport, increasing traffic from visitors and business opportunities. By the 1980's, the City's airport was serving five major airlines, and the Santa Fe and Burlington national railroad freight was serving the region. City Plan will consider the historic and existing industries in Amarillo and address opportunities to strengthen these while identifying new and burgeoning opportunities.

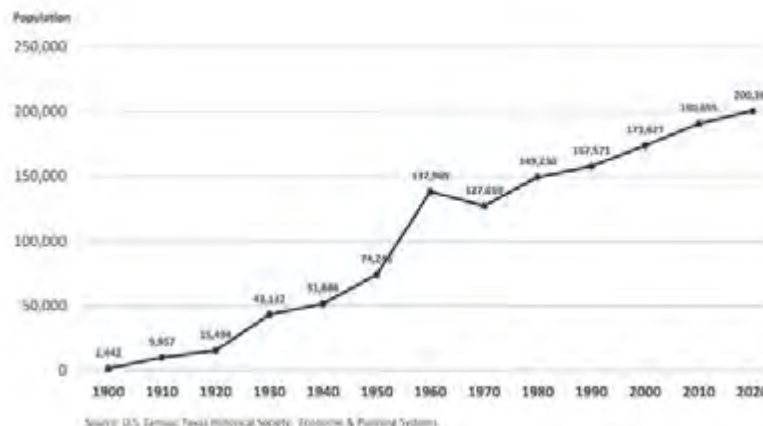
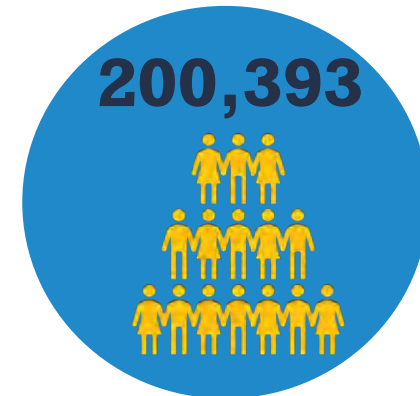


Figure 1. Historic Population of Amarillo by Decade, 1900 to 2020



Eras of Development

Establishment Era: Ellwood Park was established as the City of Amarillo's first city park in the 1890s. In 1901, Amarillo opened the St. Anthony's Hospital, representing the first medical center in the Panhandle region. Positioning itself to become the regions leader in education and medicine, the City also founded the West Texas State College in 1910. By this time, the city's population had reached almost 10,000 residents.

Peak Development Era: The largest population growth in Amarillo occurred between 1930 and 1960, when the Amarillo Army Air Base was established, and the international airport was opened. By 1960, many organizations and corporations moved their headquarters to Amarillo and, the population reached over 130,000 residents. Population continued to increase in both Potter County and Randall County. By 1970, the Army Air Base was closed, and Amarillo's population decreased for the first time. Nevertheless, the community continued to build significant infrastructure, such as a municipal building, a civic center, and High Plains Baptist hospital.

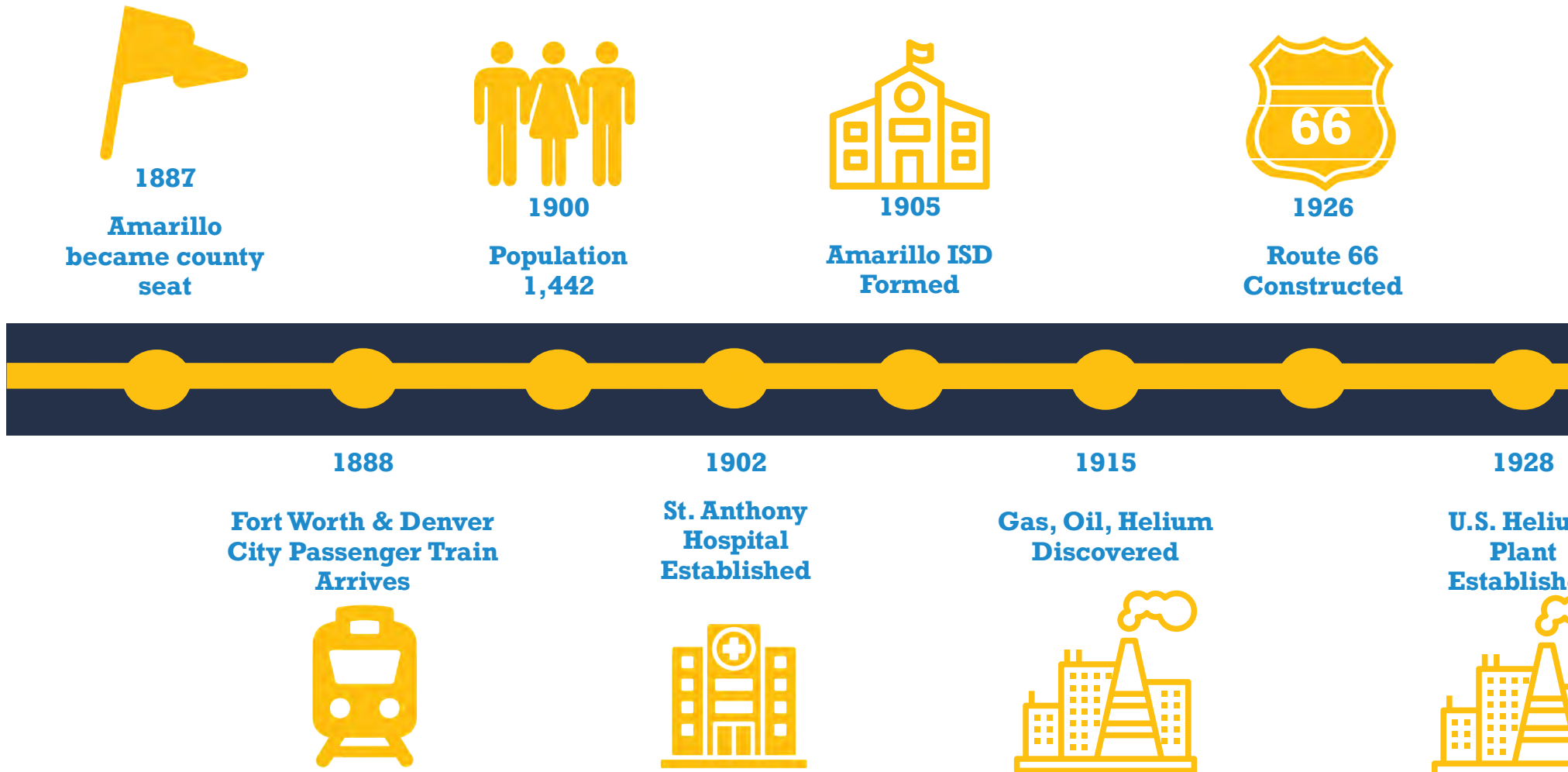
Future Growth: With the 1980 and 2010 Comprehensive Plans, Amarillo continues to envision the continued evolution of the city through public participation and policy. Renewal of shopping and consumer services in additional areas of the city (not only southwest Amarillo) and development at and near Harrington Regional Medical Center are identified economic opportunities for Amarillo in the coming decades. Greenway development in areas such as Southwest Amarillo, have the potential to increase in value while also providing entertainment and outdoor amenities for the community.



BRIEF HISTORY OF AMARILLO

Current Brand and Identity

The City of Amarillo's image and identity were a key topic in the 1980 Comprehensive Plan and continue to be emphasized in recent years. Policies and regulations are intended to help guide new areas of development, areas that require redevelopment, infill areas, as well as more rural areas. A crossroads community such as Amarillo, requires attention to major corridor entrances (ex. along I-27, I-40 corridors and US Highway 87 and 287). Visitors and potential investors largely form their impression of Amarillo based off their drive into and through town on the interstate. The City's aesthetic image and identity remains an ongoing topic of improvement for Amarillo.





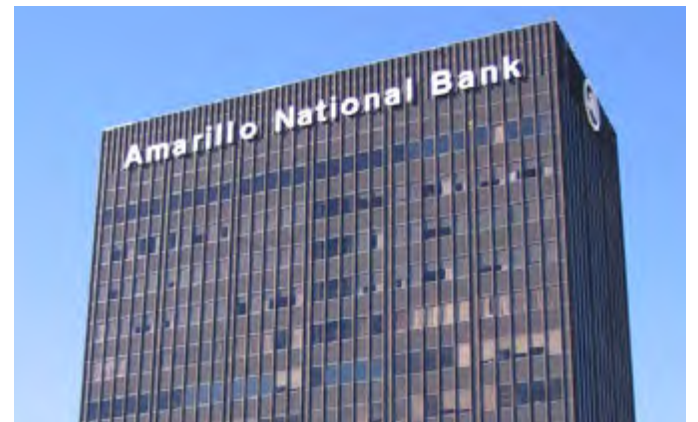
1942

**Amarillo
Army Base
Established**



1980's

**Santa Fe &
Burlington National
Freight Serving Area**



1970

**Population
127,010**



2020

**Population
200,393**







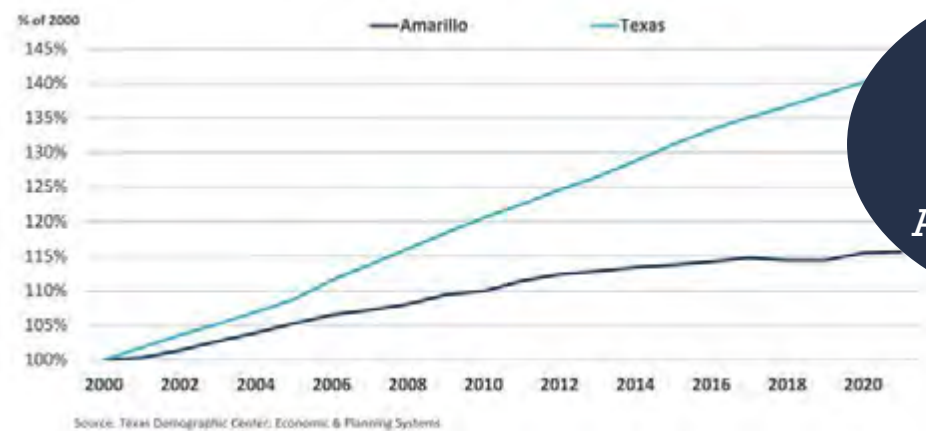
GROWTH MANAGEMENT & CAPACITY

Existing Population and Projections

In 2021, the population of Amarillo was approximately 201,000. The population of Amarillo has steadily grown over the past two decades. Between 2000 and 2021, Amarillo added nearly 27,000 residents, which represents a growth rate of 16 percent, or 0.7 percent annually. As previously stated, the population growth over the last decade was slower, with Amarillo adding 10,000 residents and growing at a rate of 0.5 percent annually.

Over the past two decades, Potter County and Randall County have grown at different rates, with the population of Randall County growing by 1.5 percent annually from 2000 to 2021, while the population of Potter County grew by 0.1 percent annually. Potter County declined in population between 2010 and 2021. Amarillo’s population growth has therefore mostly occurred in Randall County, particularly on the southwestern side of Amarillo.

While the population of Amarillo has grown over the past two decades, it has grown at a significantly slower rate than Texas as a whole. As shown in Figure 2, the population of Texas grew by 41 percent since 2000, a rate approximately 2.5 times faster than that of Amarillo.



Texas: 41% Growth
Between 2000 to 2021

Amarillo: 16% Growth
Between 2000 to 2021

Figure 2. Population, Indexed, Amarillo and Texas, 2000-2021

Description	2020	2030	2040	2050	2020-2050		
					Total	Ann. #	Ann. %
City of Amarillo	210,242	231,266	254,392	279,831	69,589	2,320	0.96%
Planning Area	246,676	276,277	309,430	346,562	99,886	3,330	1.14%
Amarillo MSA	278,000	306,787	335,200	363,218	85,218	2,841	0.90%
Potter County	134,041	147,734	161,602	175,083	41,042	1,368	0.89%
Randall County	133,494	148,264	162,786	177,431	43,937	1,465	0.95%

Source: Amarillo 2045 MTP; Economic & Planning Systems

Table 1. Amarillo MSA Population Forecast, 2020-2050

The Amarillo Metropolitan Planning Organization forecasts the City of Amarillo to grow at annual rate of 0.96 percent over the next 30 years, as shown in Table 1. This is a faster rate of growth for the City than it has experienced over the past two decades.

In Amarillo, the median age was 36.1 in 2021, up from 33.6 in 2010, and slightly higher than the median age in Texas of 35.4. As shown in Figure 3, 16 percent of the population in Amarillo is above the age of 65, which is higher than the State of Texas as a whole. Fifty percent of Amarillo's population is between the ages of 25 and 64, which represents the prime working population and slightly lower than the state percentage.

As of 2021, the population of Amarillo is 77 percent White, 7 percent Black, and 4 percent Asian, as shown in Figure 4. Thirty four percent of Amarillo's population is of Hispanic or Latino origin, which is a lower concentration than found statewide (40 percent). The racial and ethnic makeup of Amarillo is less diverse than Texas.

In Amarillo, the median household income in 2021 was \$55,174, compared to \$67,321 in Texas as a whole. Sixteen percent of Amarillo's population is below the poverty line, while 14 percent of the population statewide is below the poverty line.

34% of Population is of Hispanic or Latino Origin in Amarillo

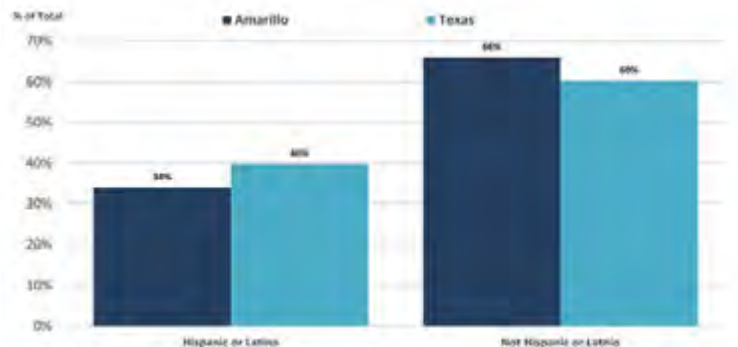


Figure 5. Hispanic or Latino Origin Population, Amarillo and Texas, 2021

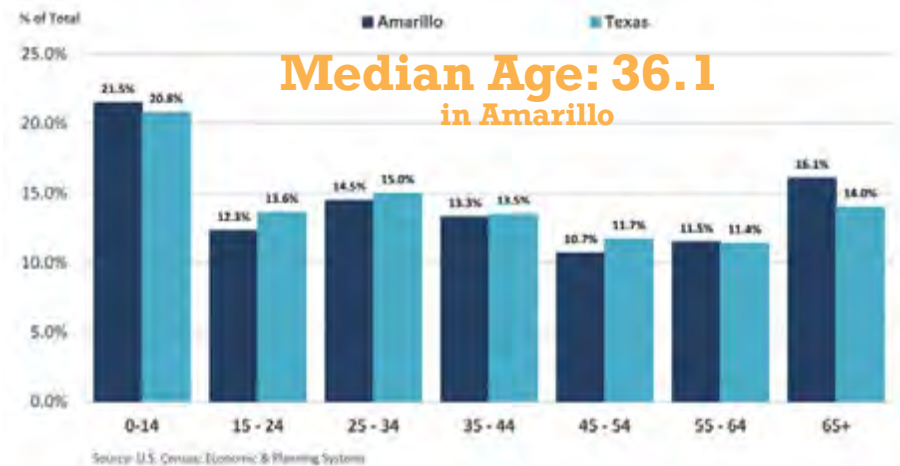


Figure 3. Population by Age Group, Amarillo and Texas, 2021

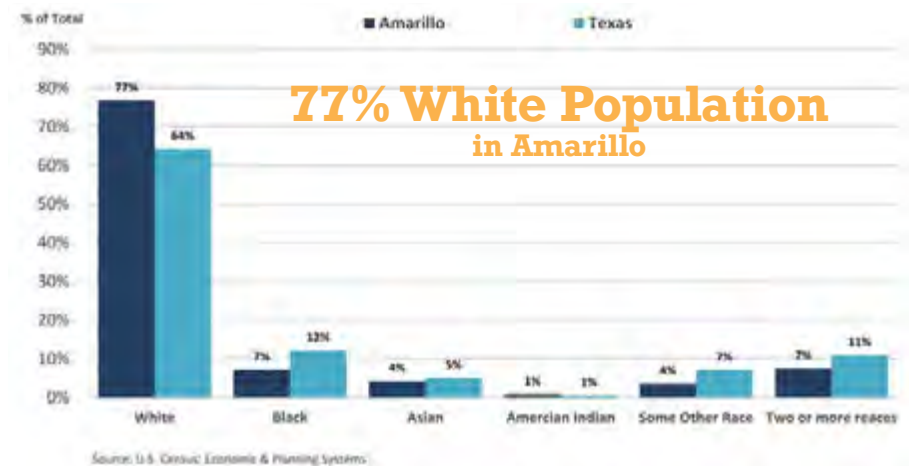


Figure 4. Population by Race, Amarillo and Texas, 2021

GROWTH MANAGEMENT & CAPACITY

Existing Jobs and Trends

Employment in the Amarillo metropolitan statistical area (MSA) has gradually grown by 32,000 jobs in the last two decades, or 1,600 jobs annually. The change in employment represents an increase of 23 percent, or 1.1 percent annually, as shown in Figure 6. This indicates that employment has been outpacing population growth in the City. As of 2021, the Amarillo MSA total employment was 168,100 jobs. The employment total consists of 25 percent sole proprietors and 75 percent wage and salary jobs.

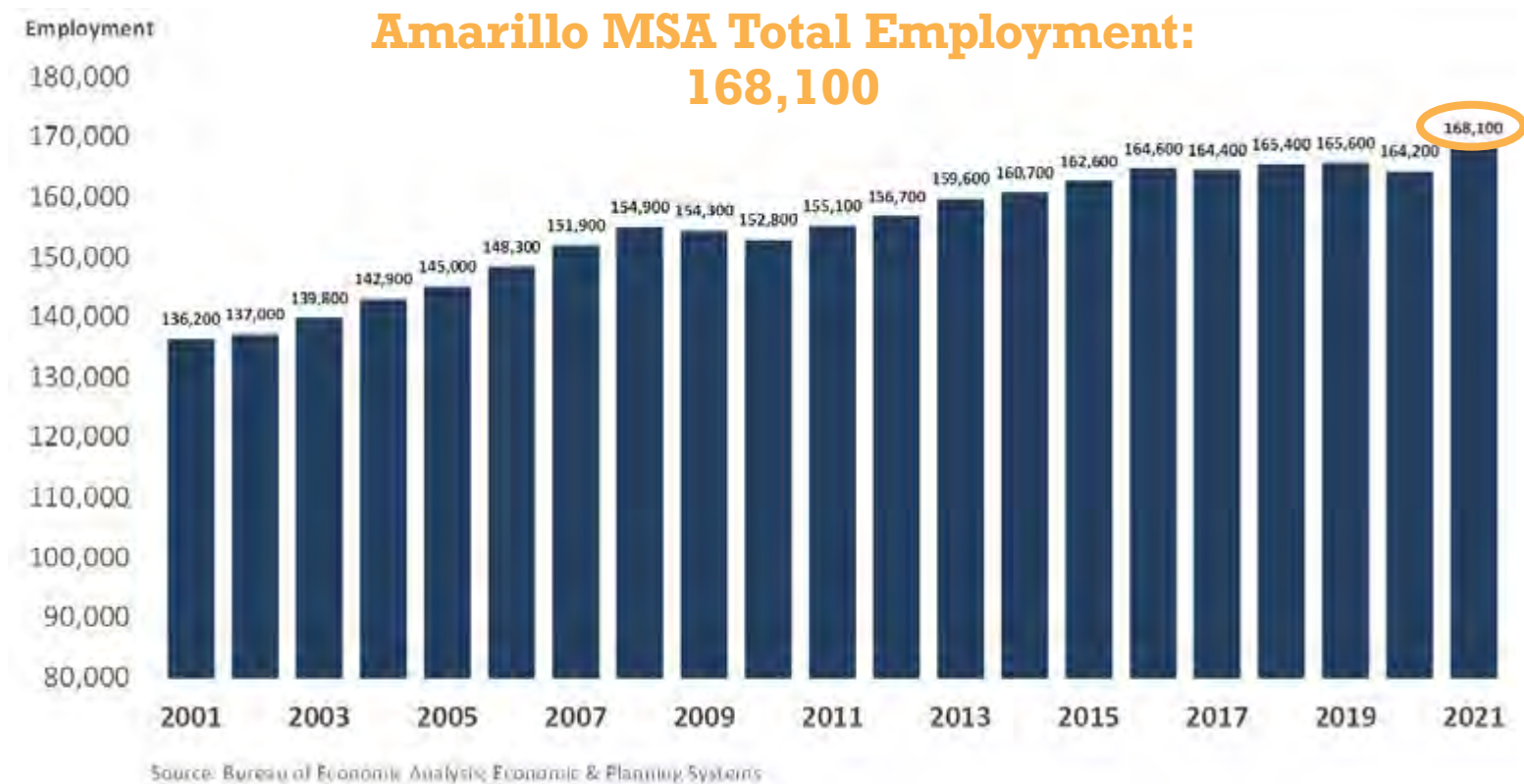
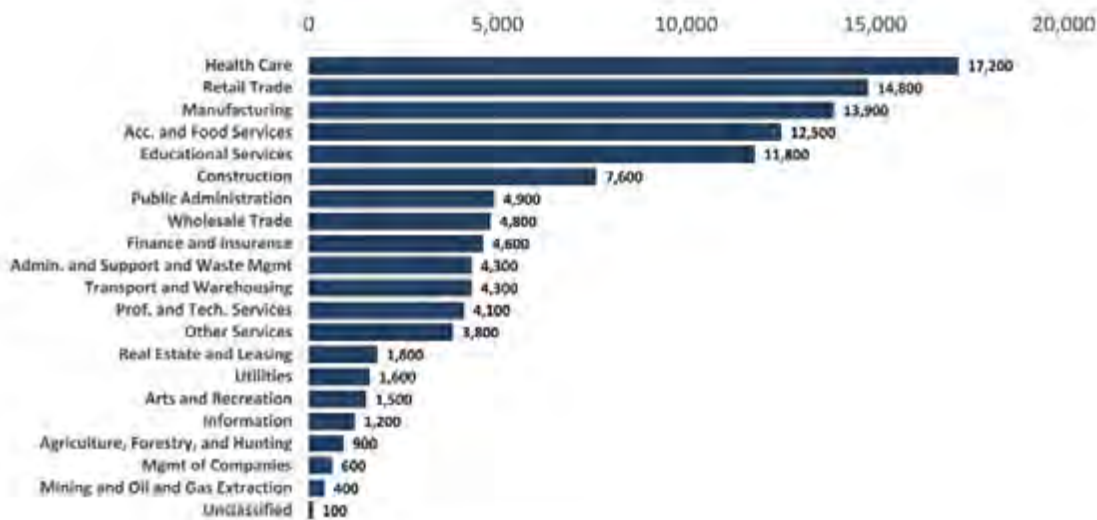


Figure 6. Total Employment, Amarillo MSA, 2001-2021

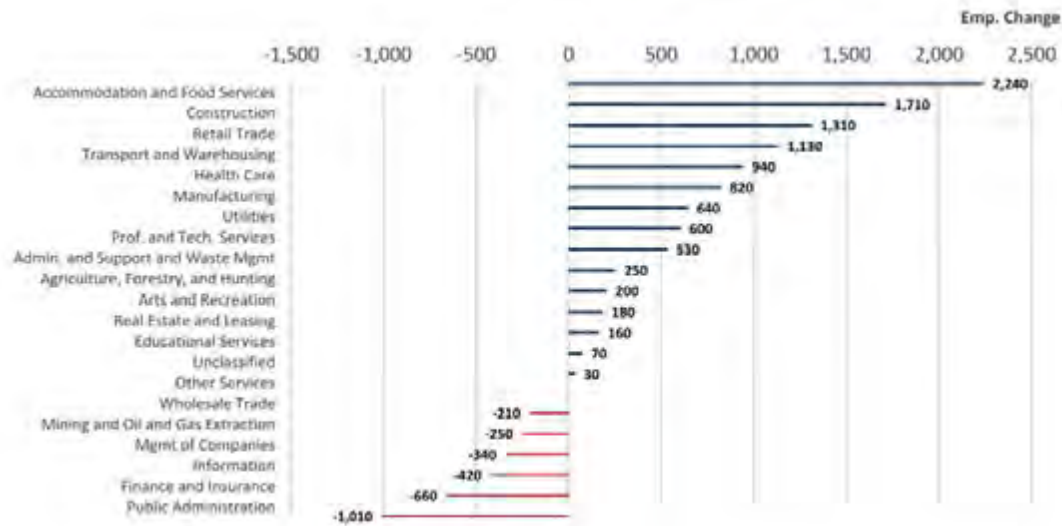
The economic base of the Amarillo metro area is diversified across several sectors. Among wage and salary employment, the largest sectors in the Amarillo MSA include Health Care, Retail Trade, Manufacturing, Accommodation and Food Services, and Educational Services, as shown in Figure 7. Between 2010 and 2021, the sectors to experience the most growth include Accommodation and Food Services, Construction, Retail Trade, and Transportation and Warehousing, as shown in Figure 8.



Healthcare is top sector in Amarillo for wage and salary



Figure 7. Wage and Salary Employment by Sector, Amarillo MSA, 2021



Largest employment growth in the Accomodation and Food Services sector



Figure 8. Employment Change by Sector, Amarillo MSA, 2010-2021

GROWTH MANAGEMENT & CAPACITY

Current Policies & Regulations Directing Growth

Align Amarillo Economic Development Strategic Plan

In 2017, Amarillo released a comprehensive economic development strategy. *Align Amarillo Economic Development Strategic Plan* outlined key economic development goals and associated strategies and tactics to achieve those goals. The goals include:

- Amarillo is a leader in applied education – preparing residents for the jobs of the future and supplying employers with a hard-working, highly-skilled workforce.
- Amarillo is an attractive city – with infrastructure, planning, and support systems in place that make it easy for businesses to grow and residents to get around.
- Amarillo is a global center for agricultural and life science research – recognized for its pioneering spirit and culture of entrepreneurship.
- Amarillo is a family-friendly community – rooted in Western heritage but offering modern housing, cultural, and recreational options for all ages.
- Residents of Amarillo celebrate their community, and Amarillo is recognized as a top destination for businesses and skilled workers and their families.

Downtown Amarillo Strategic Plan

In addition, the City produced a *Downtown Amarillo Strategic Action Plan* in 2019 aimed at elevating the economic and cultural prominence of Downtown Amarillo in the region, as Downtown had experienced a lack of investment activity over the previous few decades. The plan emphasizes that the health of Downtown Amarillo is central to the City's overall economic health and its quality of life. The plan formulates a set of goals to improve the vibrancy of Downtown. Some of these goals include:

- Attract new residential and office development
- Attract diversified retail and a grocery store
- Continue efforts to rehabilitate historic buildings
- Modernize the Civic Center complex
- Develop a security plan to ensure safety

Company	Full-Time Employment
Amarillo Independent School District	4,500
Tyson Foods, Inc.	4,300
CNS Pantex	3,844
BSA Health System	3,100
Northwest Texas Healthcare System	2,150
City of Amarillo	1,953
Xcel Energy	1,431
Affiliated Foods	1,250
Canyon ISD	1,168
Amarillo VA Healthcare System	984

Source: Amarillo Chamber of Commerce; Economic & Planning Systems

Table 2. Top Employers, Amarillo Area


Top Employers in Amarillo:

- Amarillo ISD



- Tyson Foods, Inc.





The City of Amarillo's Zoning Ordinance is one of the primary tools used to implement the Comprehensive Plan — with a particular emphasis on the Land Use & Community Character element. Existing zoning and development regulations are codified in Title IV of the *Amarillo Code of Ordinances: Building Codes, Development, and Zoning*. Title IV includes six standalone chapters:

- Chapter 4-2: Signs
- Chapter 4-6: Platting and Subdivision Improvement and Maintenance
- Chapter 4-7: Manufactured Homes and Recreational Vehicle Parks
- Chapter 4-9: Airport Height Hazard and Zoning Regulations
- Chapter 4-10: Zoning
- Chapter 4-11: Landmarks and Historic Preservation

Although a major revision of the subdivision regulations was completed in 2015, the remainder of the City's regulations range in age from

the late 1960s (Zoning) to the early 1990s and early- mid-2000s. The City initiated a major overhaul of the code in 2019, with a focus on the implementation of the 2010 Comprehensive Plan. Key priorities for the Zoning Ordinance Revisions effort were to reduce incompatibilities, protect neighborhood character, support opportunities for more diverse housing options, and reduce the need for updates to the Future Land Use map. A draft of the updated Zoning Code was released for public review in early 2022. Based on public input received, the decision was made to postpone the Zoning Ordinance Revision process until the current comprehensive plan update process, City Plan — Vision 2045, is completed.

TRENDS AND KEY TAKEAWAYS:

- The city of Amarillo grew slowly but steadily over the past decade by approximately .5% adding about 1,000 people per year. The counties; however, are experiencing more change with Potter County declining 2% over the past decade and Randall County increasing 14%.
- Amarillo is adding more jobs than people per year, averaging 1,600 jobs annually.
- The unemployment rate remains consistently one of the lowest in the state and the nation at 2.6% compared to Texas at 3.8% (December 2022).
- The City Limits currently comprises 105.13 square miles and Amarillo has a population per square mile of about 1,907 people. Compared to other similar sized Texas cities, we have 32% more land area on average and 32% fewer people. This means we have less revenue to cover more area.





LAND USE & COMMUNITY CHARACTER

LAND USE & COMMUNITY CHARACTER



Existing Land Use

Existing land use and development plans provide a starting point for understanding past planning efforts that have shaped and continue to shape the City of Amarillo. Land uses and their distribution affect the quality of life, health, and local experiences of residents, as well as people who work or visit the City. Carefully and strategically shaping the interrelationship of uses and urban forms is an important part of fostering better communities and neighborhoods. This analysis of existing land use distribution in Amarillo is based on Potter-Randall Appraisal District (PRAD) data.

Residential Land Uses

Making up the largest land use category of 31 percent, residential uses are found throughout Amarillo. Single family, or low-density residential, uses make up the bulk of the residential category (16,438.7 acres). Medium density residential uses (more than one unit per development/lot) can also be found in various parts of the City, but are generally clustered along major arterial roads on the west end of the City, such as Wilfin Avenue, Plains Boulevard, and S. Western Street.; medium density residential uses make up 961.5 acres or 1.7 percent of all land use in the City.

Commercial and Industrial Land Uses

Commercial areas within the City make up 20 percent of all land use (11,419.8 acres). Most commercial land uses are located along major roadways, such as the Historic Route 66, S. Western St, Bell Street, and S. Coulter Street, and

	Existing Land Use	Acres	% of Land Use
	<i>Low Density Residential</i>	16,438.7	28.4%
	<i>Medium Density Residential</i>	961.5	1.7%
	<i>Commercial</i>	11,419.8	19.7%
	<i>Industrial</i>	1,297.9	2.2%
	<i>Public/Institutional</i>	7,098.3	12.3%
	<i>Religious</i>	1,036.3	1.8%
	<i>Community Services</i>	302.8	0.5%
	<i>School</i>	1,667.2	2.9%
	<i>Open Space</i>	15,796.6	27.2%
	<i>Rural</i>	912.4	1.6%
	<i>Other: Vacant/Unknown</i>	973.6	1.7%

along highways such as Interstates 40 and 27.

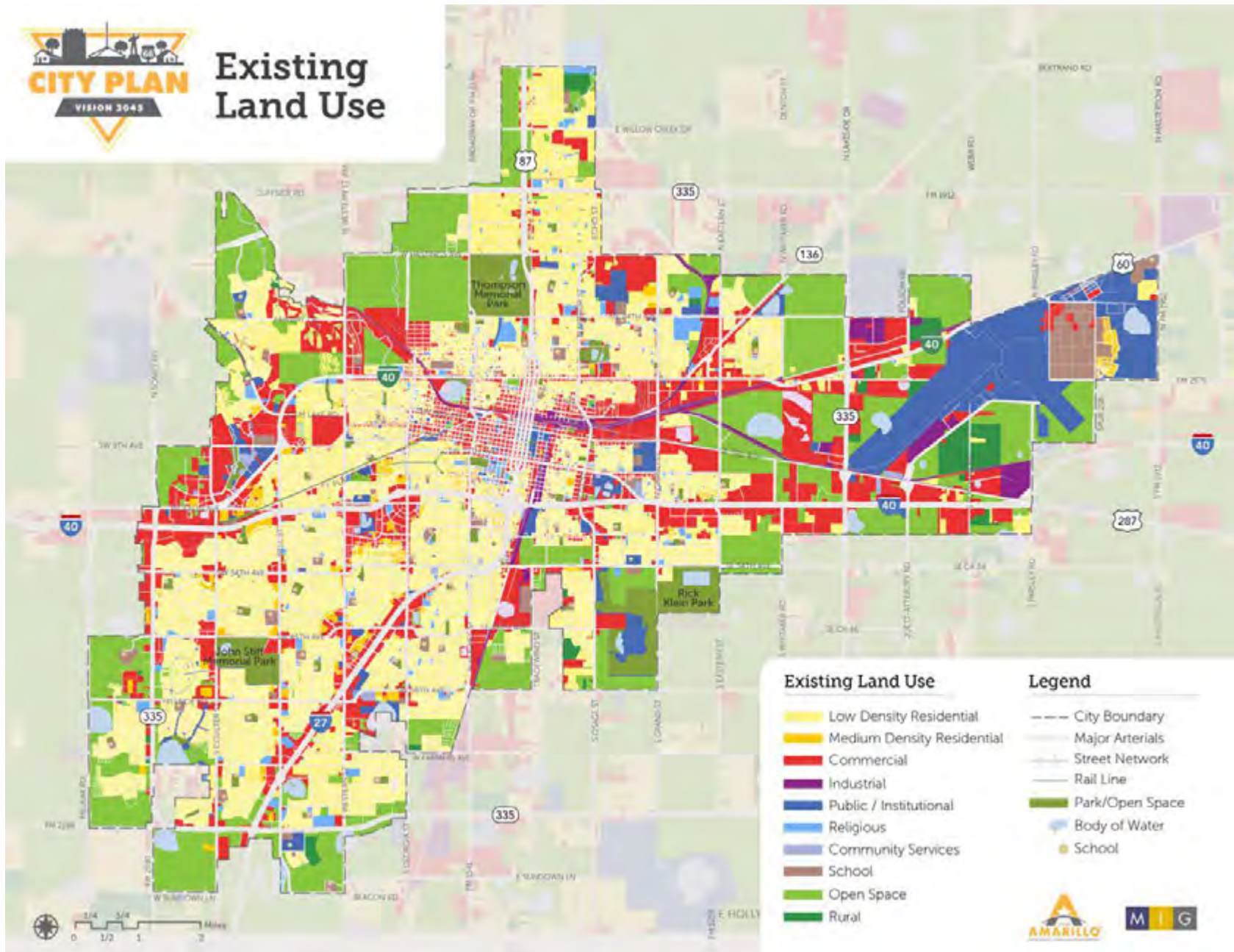
The majority of industrial land can be seen located in the central and easternmost parts of the City, where a wide variety of facilities and warehouses such as produce suppliers, meat packaging facilities, and agricultural producers can be found. The largest facility by acreage being the Ben E. Keith Foods West Texas facility, followed by Vaughn Concrete Products, both of which are located in the northeast part of the City. Industrial land uses make up 2.2 percent (1,297.9 acres) of all land uses in Amarillo.

Open Space Land Uses

Parks and open space, collectively, make up about 27 percent of the total land use in Amarillo (2,573.0 acres of park uses and 13,223.6 acres of open space). Some of the largest park land uses include Southeast Park, John Stiff Memorial Park, Thompson Park, and Gene Howe Park. Open space land uses include cemeteries, lakebeds, and other undeveloped areas of land.



Existing Land Use



LAND USE & COMMUNITY CHARACTER



Public/ Institutional Land Uses and Community Services

Public/Institutional land uses include government offices, libraries, and utilities. The total land developed for public/institutional uses is 7,098.3 acres (or 12.3% of total land uses). While community services make up a total of 302.8 areas (0.5% of total land uses), this includes community centers, daycares, and homeless resource centers, such as that of the Faith City Mission on N. Tyler Street. Major educational facilities within the city include Texas Tech University on the west part of the City, Amarillo College (in the central and west parts of the city), as well as the West Texas A&M University Amarillo Center in the downtown area, offering a great workforce connection to local employers.

Other Land Uses and Vacant Land

Other land uses include sites such as parking lots and vacant/undeveloped lands. A greater portion of vacant properties are located primarily in single-family residential areas in the central part of the City.

	Future Land Use	Acres	% of Land Use
	<i>Business Park (BP)</i>	1,489.3	2.7%
	<i>Estate Residential (E)</i>	1,943.2	3.5%
	<i>General Commercial (GC)</i>	7,022.1	12.5%
	<i>General Residential (GR)</i>	12,897.1	23.0%
	<i>Industrial (I)</i>	11,004.5	19.6%
	<i>Multi-Family Residential (MFR)</i>	672.3	1.2%
	<i>Neighborhood Conservation (NC)</i>	936.2	1.7%
	<i>Parks and Recreation (PR)</i>	3,871.4	6.9%
	<i>Rural (R)</i>	6,587.1	11.7%
	<i>Suburban Commercial (SC)</i>	1,338.7	2.4%
	<i>Suburban Residential (SR)</i>	7,868.3	14.0%
	<i>Urban (U)</i>	360.9	0.6%
	<i>Urban Center (UC)</i>	79.0	0.1%

2010 Comprehensive Plan Summary

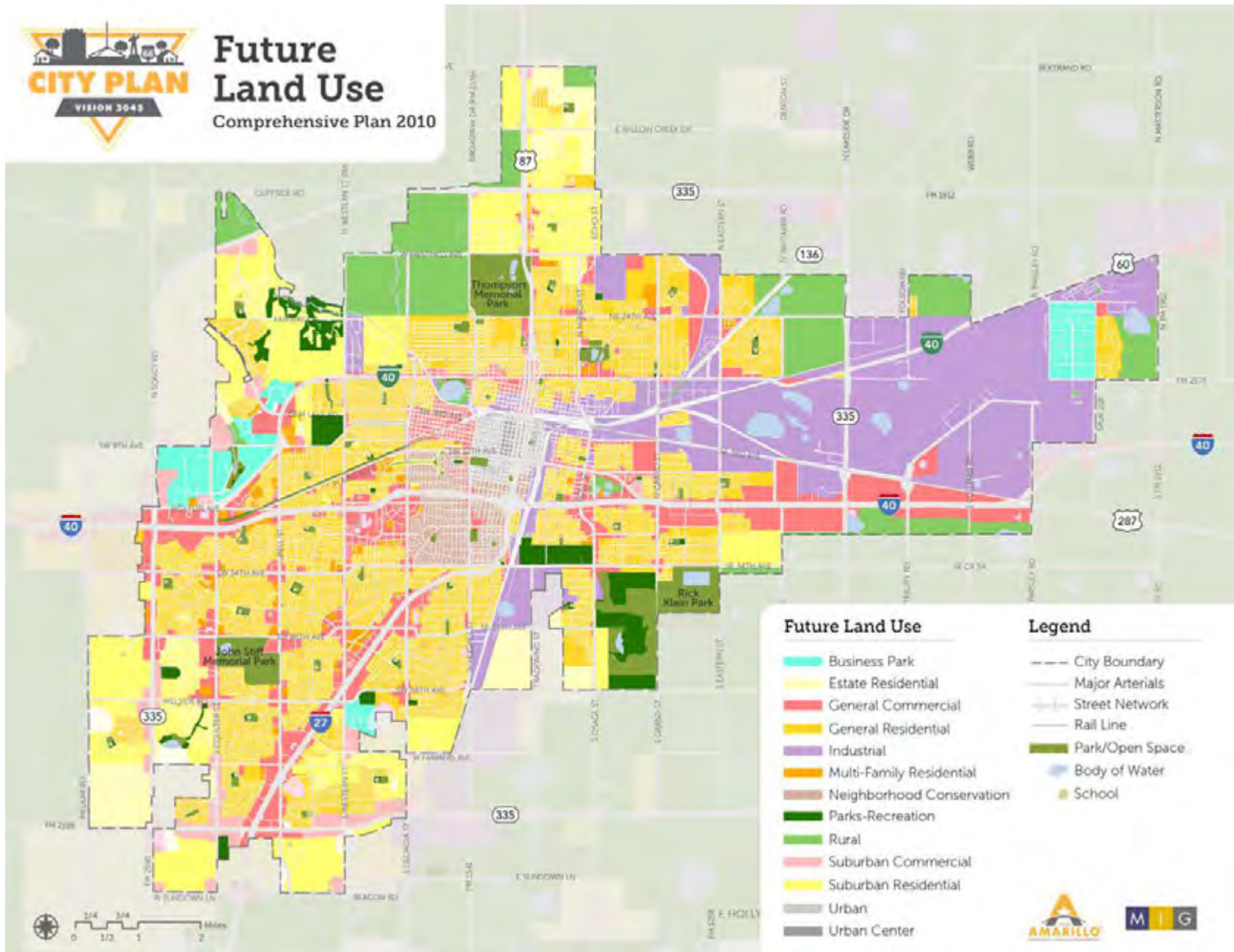
The 2010 Comprehensive Plan for Amarillo outlined four major themes that were derived from the concerns and hopes of residents, public and private leaders, as well as key community stakeholders and investors. These themes included:

- A City of Strong Neighborhoods
- Neighborhood and Commercial Revitalization in Older Areas of Amarillo
- Protection of Economic Anchors and Investment Areas
- Community Aesthetics and Image

Considering the current distribution of land uses across the City, it becomes apparent that the City has indeed focused on protecting and revitalizing economic and commercial areas. However, the cohesive planned future land use of the 2010 plan, shown on page 27, is not consistent with the current/existing land use. The table on page 26 demonstrates how each Future Land Use category was allocated. There is a clear target to create distinct and defined urban and urban center areas, which included more mixed-use, high-density residential, and live/work units, but instead these areas largely consist of predominantly commercial and public/institutional uses, as well as a few single-family residential lots. Other uses such as industrial, general residential, and general commercial are consistent with the existing land uses.



Future Land Use Comprehensive Plan 2010



LAND USE & COMMUNITY CHARACTER

Community Character

The City of Amarillo looks to community character for an appropriate approach to future land use planning and growth. A character-based approach is integral to later formulating standards that support the desired community character, regardless of development type, construction type, and land use pattern.

The City of Amarillo has three main character identities and distinctive development characters: urban, suburban, and rural. The characteristic of the urban fabric is dense, active, pedestrian friendly streets, access to businesses, and is reliant on vertical development and street parking (e.g., Downtown Amarillo, Polk Street). Suburban areas around the city include characteristics such as irrigated lawns and turf areas, landscaping, single-family detached residential neighborhoods, with surface parking being a prominent feature in most developments. Rural areas on the edge of Amarillo are wide open landscapes, with views infrequently interrupted by buildings. Rural areas in Amarillo typically include low density development and private, detached homes.

Amarillo's identity and image directly correlates to the City's economic anchors and investment areas. A few



notable areas in the City include the Harrington Regional Medical Center and the surrounding district, Amarillo's two airports, the downtown, Amarillo's college campuses, the Tri-State Fairground area, the City's two interstate highway corridors with adjacent hospitality areas. Other corridors and nodes around the City where shopping services are focused are also points for economic activity.

Rural areas generally have high open space ratios, minimal building coverage, and very low-density development. The Urban character type is mostly found in the downtown area of Amarillo. Some of the elements that of Urban development include vertical development, spaces framed by buildings, zero and minimal building setbacks, and on street parking.

Railroads and interstate highways, including the Historic Route 66, have also aided in connecting

Amarillo to important destinations. Given the access to railroads and highways, community character, has always been a forefront issue for Amarillo residents. Additionally, large footprint commercial development and hospitality uses tend to be clustered along the interstate highways. This creates a pattern of dependence on interstates to reach commercial centers.

Neighborhood Unit Concept

An implementation success from the 1980s Comprehensive Plan is the Neighborhood Unit Concept. This has shaped new development in Amarillo since that time providing guidance on how to develop one-mile sections. The NUC locates lower-density housing types in the interior, centered around a neighborhood park and/or elementary school campus; larger commercial and institutional uses at the neighborhood edges and major intersections; and attached and multi-family housing and small-scale office uses providing a transition from the interior to the more intensive perimeter uses. This has resulted in a suburban development type for the newer parts of Amarillo but the concept is more difficult to apply to the older parts of the city.



TRENDS AND KEY TAKEAWAYS:

- Most of Amarillo is developed as single-family neighborhoods (28.4%) and general commercial (19.7%). The 2010 plan calls for creating distinct and defined urban centers with a mix of uses, but this development type is not yet taking place.
- An implementation success from the 1980s Comprehensive Plan is the Neighborhood Unit Concept. This has shaped new development in Amarillo since that time providing guidance on how to develop one-mile sections. This has resulted in a suburban development type for the newer parts of Amarillo but the policy is difficult to apply in the older parts of the city.





HOUSING & NEIGHBORHOODS

Overview of Existing Housing Stock

In 2021, Amarillo had approximately 90,000 housing units. Between 2010 and 2021, the housing stock grew by 10,000 units, or 900 units annually, which represents an average annual growth rate of 1.1 percent. Among occupied units, 60 percent were owner-occupied while 40 percent were renter-occupied. The percent of owner households versus renter households has not changed significantly in recent decades.

The housing stock in Amarillo is relatively old. Almost half of all units are more than fifty years old, while 75 percent of units are more than thirty years old, and only 11 percent are less than 10 years old, as shown in Figure 9.

Most of the housing stock in Amarillo consists of single-unit homes, which represent 79 percent of all housing units, as shown in Figure 10. By comparison, structures with 2-4 units comprise 4 percent of the housing stock, structures with 5-20 units comprise 9 percent, and structures with more than 20 units comprise 7 percent of the housing stock.

75% of Housing Units are more than 30 years old

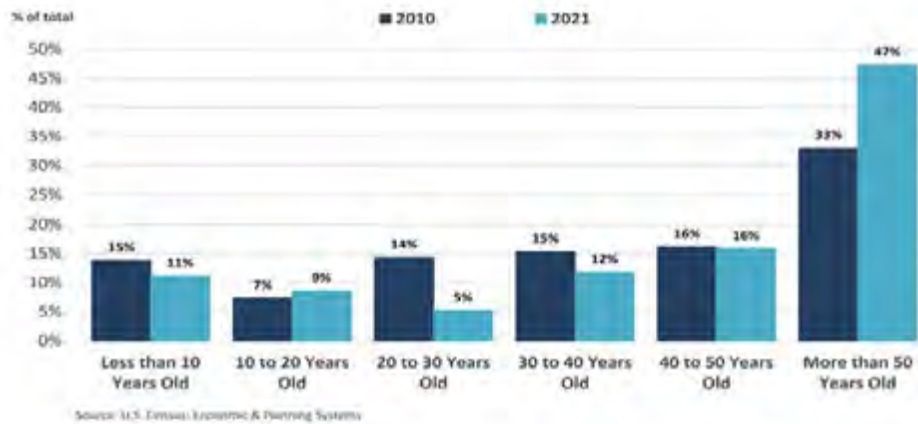


Figure 9. Housing Stock by Age, Amarillo

Amarillo has experienced periods of boom and bust in terms of growth as evidenced by population changes post World War II. There was significant development of housing in what is now the central part of the City in the 1950s and 1960s followed by a period of population decline in the 1970s. New development from that point on occurred on the edges of the city in greenfield areas and the central part of Amarillo experienced a loss in population and housing units. This loss of housing in the central part of the City has not been regained in some areas. The Housing Unit Change map shows the change in housing units by Census Tract (note the boundaries are 1970 Census Tracts) in the Amarillo area from 1970 to 2020. Also shown on the map are vacant and unimproved lots, which illustrates the higher concentrations of small, vacant lots in some of the central Amarillo neighborhoods.

Diversity of housing stock from 2010 to 2021 is nearly unchanged

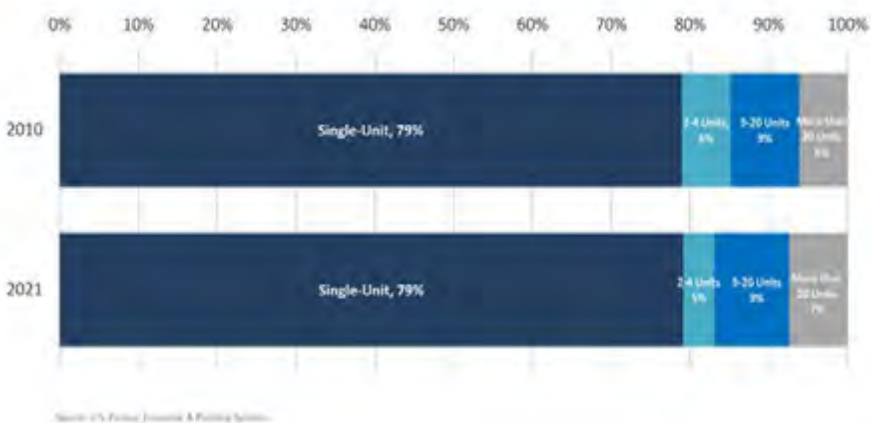
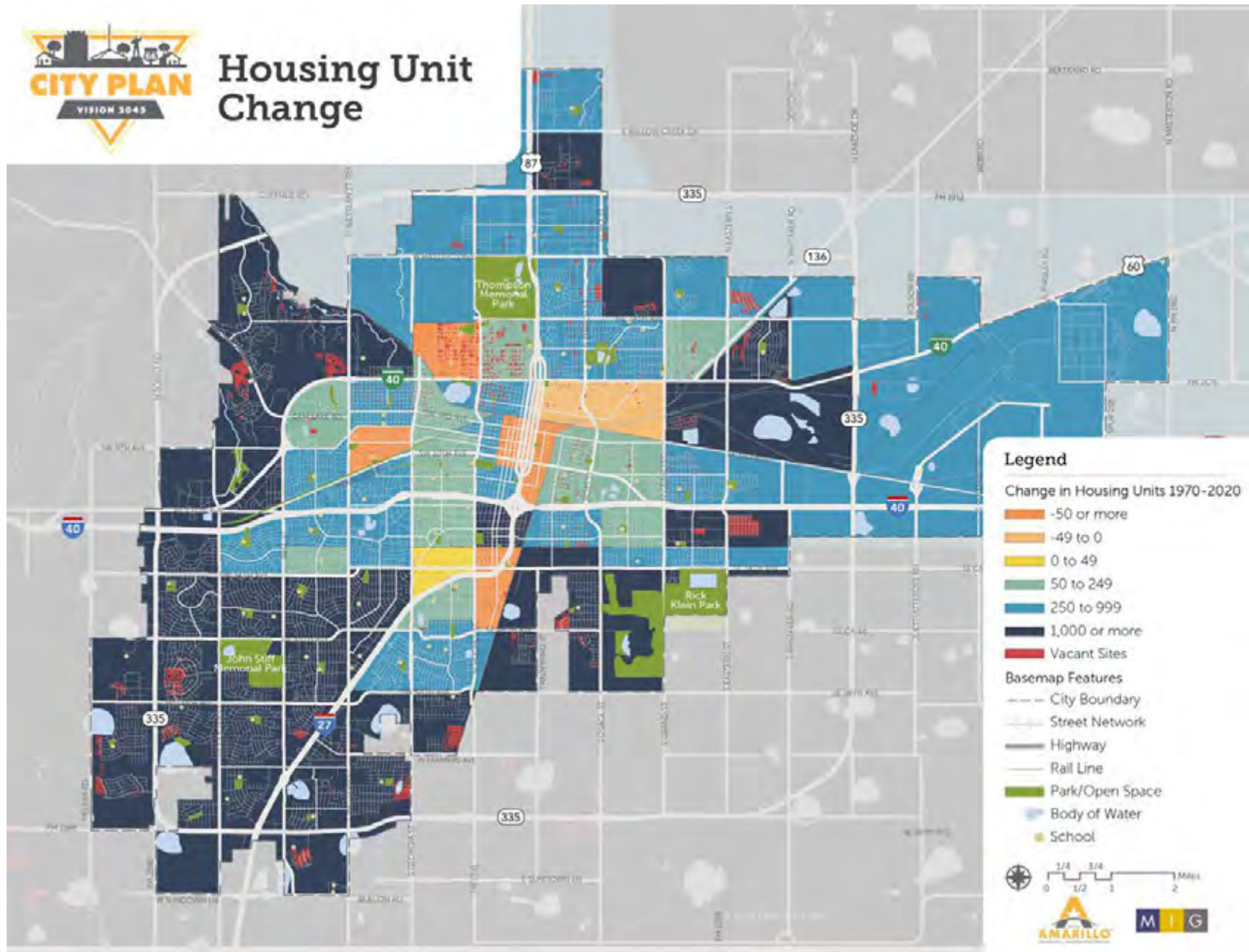


Figure 10. Housing Stock by Units in Structure, Amarillo



Housing Unit Change



New Development

New residential construction activity in Amarillo has been stable over the past decade. As shown in Figure 11, Amarillo has issued permits for 7,564 units between 2010 and 2021, which represents an annual average of 630 units. Most of the units delivered have been for single-unit homes, which comprised 87 percent of all units permitted during this time.

Between 2010 and 2022, much of the new commercial development in Amarillo has occurred on the southern and western sides of the City, especially near the major interstates, as shown in the Development Activity map. Over that period, Amarillo experienced 500,000 new square feet of office development, 740,000 new square feet of retail development, and 990,000 new square feet of industrial development.

2010 Comprehensive Plan Summary

According to the U.S Census Bureau, the population projection for Amarillo in 2040 is estimated to reach 255,680 residents. The continuously growing population the need for diverse housing options becomes imperative. The *2010 Comprehensive Plan* highlights housing issues and priorities for the City of Amarillo and envisions elements that “contribute to quality and sustainable neighborhoods, both in new construction and in the City’s oldest residential areas”. The plan examines issues and needs and builds on successful outcomes from previous plans to develop comprehensive key planning themes.

Key planning theme from the for the *2010 Comprehensive Plan* for the City of Amarillo is to ensure that there is an adequate variety of housing available in neighborhoods that are desirable places to live. An ongoing challenge for the City of Amarillo has been enhancing neighborhood

Annual average is 630 new housing units



Figure 11. Residential Building Permits, Amarillo, 2010-2021

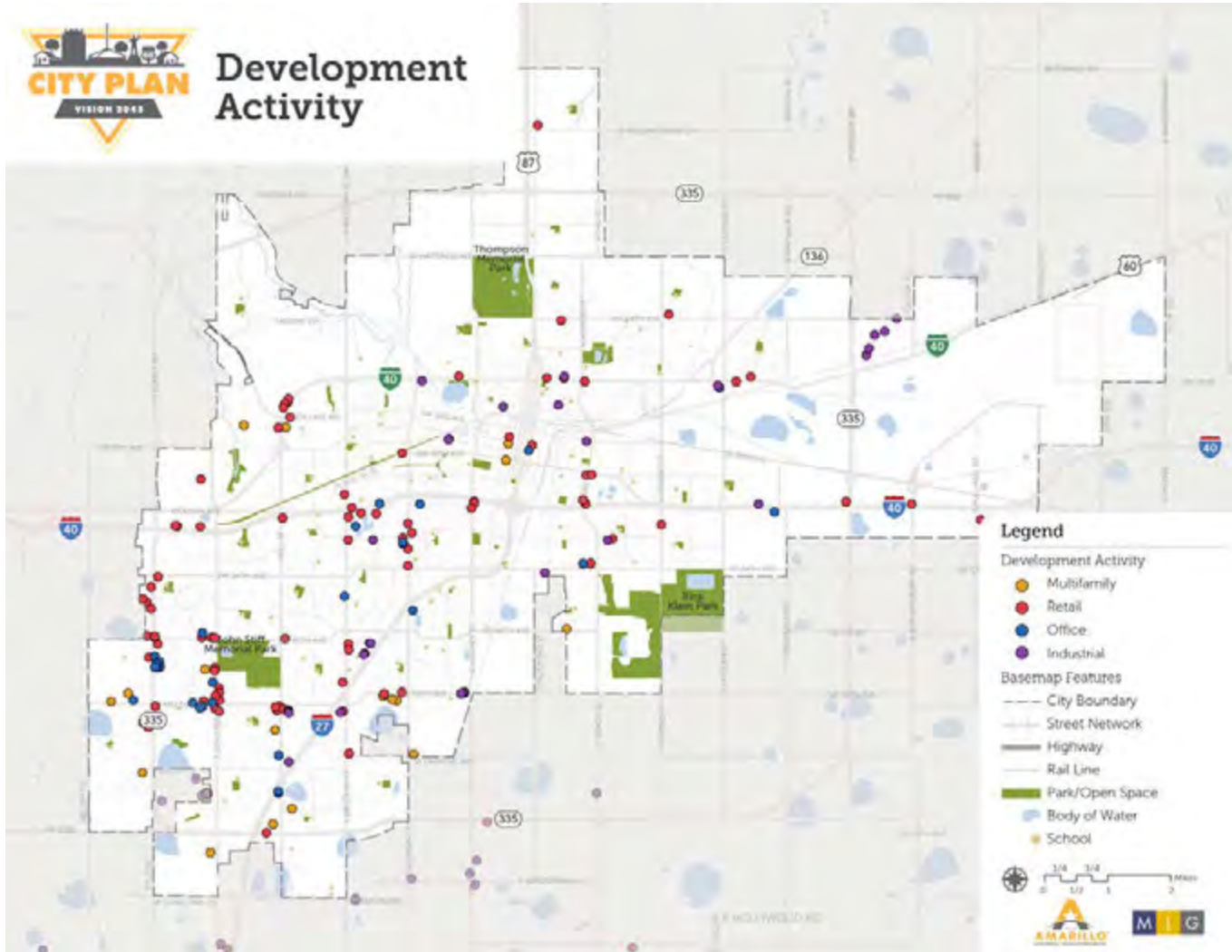
quality and sustainability in its lowest-income areas. The following themes emerged as priorities for the Housing and Neighborhood element in the plan:

- Variety and Balance
- Quality and Sustainability
- Neighborhood Integrity

The goal of obtaining a variety and balance of housing options is important to the community to support the needs of residents as they progress through life. The 2010 Comprehensive Plan’s housing trends data identified townhomes and garden homes becoming a necessary option for the City. The Comprehensive Plan also notes the need for multi-family housing developments to accommodate new residents, a growing medical employment industry, the retirement community, and opportunities for downtown living.

Quality housing and neighborhoods are vital for the growth of Amarillo. Creating livable communities for residents with amenities and open space and better connection to commercial areas is essential. Enhancing neighborhood quality in lower income areas will encourage neighborhood stability. It’s important to note that nearly 74% of Amarillo’s housing was built before 1980, which is a contributing factor

to homes needing maintenance. The City of Amarillo understands that the importance of preserving established neighborhoods and historic sites. While code enforcement can help mitigate some of the issues of aging communities, the Comprehensive Plan encourages the City to collaborate with stakeholders and partners to support and revitalize local neighborhoods and incorporate significant sites into neighborhood design.



BUILDABLE LOTS:

CITY LIMITS: 5,167
(78%)

Extraterritorial
Jurisdiction: 1,491 (22%)

Source: February 2022, City of Amarillo
Building Permit and Recorded Plat Data

SINCE 2010:

OFFICE: 500,000
SQ FT ADDED



RETAIL: 740,000
SQ FT ADDED



INDUSTRIAL:
990,000 SQ FT ADD-



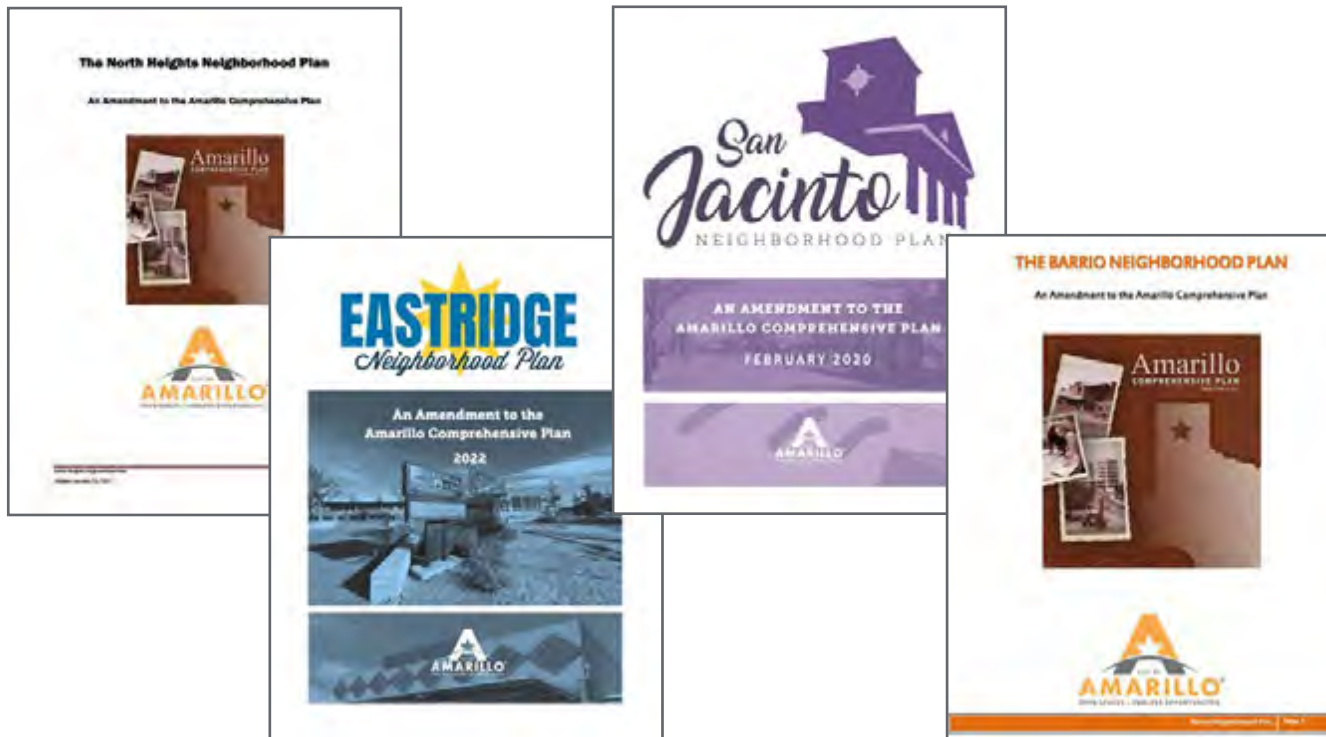
HOUSING & NEIGHBORHOODS

Neighborhood Planning Initiative

Through the development of *BluePrint for Amarillo* in late 2015, neighborhood planning emerged as one of five top priorities. In 2016, the Neighborhood Planning Initiative was established and has resulted in assisting select neighborhoods with future planning and development by addressing community goals and desires and outlining necessary steps to reach those initiatives. As part of this process, North Heights Neighborhood, the Barrio Neighborhood, San Jacinto Neighborhood, and Eastridge Neighborhood were identified as the Neighborhood Planning Initiative's first priorities and were selected as target areas for further investigation. Summaries of each neighborhood plan are presented below.

Guiding principles were developed for each plan to ensure consistency in decision making. These principles should also be considered when making future land use decisions in the City Plan planning process. They generally focus on health, stability, and functionality of the neighborhood area.

The phasing and implementation identified necessary coordination between City Council, Boards/ Commissions, staff, city department budgets, capital improvement projects, outside agencies and organizations, and neighborhood action. Each of these is an important element to the implementation of the plans. For the San Jacinto and Eastridge Plans, priority long-term projects are outlined and serve as key components in transformative projects for each neighborhood.



North Heights, 2017

North Heights Neighborhood Plan was the first area plan that was developed from the list of target areas identified through the 2016 Neighborhood Planning Initiative. A lack of affordable housing, limited city resources, lack of infrastructure improvements, and public safety were some of the neighborhood concerns that catapulted this neighborhood as a priority area.

In 2017, 45-60 percent of the residents in the southern portion of the neighborhood were below the poverty level and 35 percent of residences in the western central portion were vacant. Additionally, at the time of the study, the area was largely deficient of quality sidewalks, significantly impacting safe pedestrian access.

Given the issues and areas of concern that the community expressed, the neighborhood engagement process centered around three common priority areas that included maintaining a strong and vibrant neighborhood, economic development/redevelopment, and improving transportation and mobility systems.

The following are primary items and goals that were determined to be most important to the future of the neighborhood by its residents and other interested citizens.

- Maintain a strong, vibrant neighborhood
- Create a neighborhood comprised of high-quality, well maintained, mixed income housing that accommodates families and individuals
- Address neighborhood character/quality of life
- Create a safe neighborhood environment
- Economic development/ redevelopment
- Encourage greater economic diversity and growth in quality jobs while building on local strengths
- Improve transportation and mobility systems
- Improve public rights-of-way facilities



HOUSING & NEIGHBORHOODS

El Barrio, 2018

El Barrio was selected as one of the priority areas due to concerns with crime, lack of investment, and lack of maintenance. While there are a few vacant parcels within El Barrio, some are dated, unoccupied, or in need of demolition. Further analysis is needed to better comprehend the useable building stock within the neighborhood. Most of the neighborhood is comprised of single family residential, however, 28 percent of the land uses are commercial consisting of mostly of services, retail, and offices. An important aspect of the neighborhood includes its location and proximity to downtown, Interstate 40 East, and railroad activity to the West.

Like the North Heights Plan, this document outlines the overall challenges and opportunities of the Barrio Neighborhood. The following themes and goals were identified as most important to the future of the neighborhood:

Infrastructure

- Improve inadequate alleys
- Introduce opportunities for multi-modal transportation

Neighborhood Identity & Amenities

- Incorporate culture & history
- Establish gateways
- Better define & feature the neighborhood
- Increase social capital & investment

Neighborhood Health

- Establish more health care opportunities
- Promote better nutrition

Non-Residential Development & Maintenance

- Improve aesthetics of non-residential areas
- Updated land use framework
- Leverage infill development
- Introduce business education & mentoring
- Maintenance of existing developments



Neighborhood Safety

- Maximize crime prevention efforts
- Improve partnership with law enforcement
- Address traffic safety

Residential Development & Maintenance

- Improve aesthetics of residential areas
- Increase development potential in the neighborhood
- Maximize neighborhood appeal to new residents

San Jacinto, 2020

Over the course of approximately one year, the San Jacinto Neighborhood Plan was developed. The 2016 Neighborhood Planning Initiative identified San Jacinto as one of the priority areas due in large part to concerns with crime and poverty. In 2020, San Jacinto's household median income was significantly less than Amarillo's median income. Nearly 35 percent of its residents were at or below the poverty threshold of \$25,048 for a 4-person household. Additionally, more than half of the homes were renter-occupied, which resulted in the neighborhood becoming a transient and unsettled community.

Between 2017 and 2018, San Jacinto became one of Amarillo's highest crime neighborhoods with a high number of repeat criminal offenders living in the area. Common crimes reported in the neighborhood included weapon offenses, trespassing, and assault and sex offenses.

In addition to crime and poverty, the community mentioned the need for infrastructure improvements, better housing stock, and increased access to good quality and healthy food options. Community assets that were identified throughout the planning process included the historic neighborhood characteristics, diverse population, locally owned businesses, and outdoor public spaces. Opportunities emerged across the following vision and goals:

- Clean and Safe
- Economic Development
- History and Culture
- Housing
- Nature and Environment
- Community Building



This plan identifies three key projects that are pivotal for improving the neighborhoods livability and economic health and will help set the stage for future initiatives. The first transformative project centers around reducing crime and improving neighborhood safety by increasing police patrolling and creating a neighborhood safety task force to address safety concerns. The second transformative project includes forming a 6th Street Public Improvement District that aims to enhance the experience along San Jacinto's primary commercial corridor and help execute emerging projects. The third transformative project focuses on fixing the housing crisis in the neighborhood. The creation of a neighborhood-serving organization would be needed to improve existing housing conditions, increase housing type diversity, and expand homeownership opportunities.

HOUSING & NEIGHBORHOODS

Eastridge, 2022

The Eastridge Neighborhood is one of the priority areas due in large part to concerns about the overall condition of the neighborhood as well as its integration and connection to the larger city. The Eastridge Neighborhood is an incredibly diverse community that's comprised of people with different backgrounds and cultures. Throughout the planning process, Eastridge neighborhood residents mentioned the desire for physical space and opportunities to celebrate their cultures.

Another important theme identified during the planning process was the need for better employment opportunities. Currently, while the meatpacking industry provides stable incomes for residents, they provide no means for upward mobility, which contribute to unstable home environments. Those factors, combined with a lack of a general support system to help with community integration, result in a repetitive cycle of in and out migration for the refugee community in Amarillo.

The physical deterioration of the Eastridge neighborhood results from economic and social challenges. This plan addresses improvements to the physical conditions of the neighborhood and identifies projects and partnerships that can improve the economic and social conditions as well. Additionally, the Eastridge Neighborhood Plan outlines two transformative projects that would set the stage for the neighborhood's future. They aim to address economic opportunity and housing within the neighborhood. The goal of the first transformative project is to break the cycle of no upward mobility by creating new economic opportunity. Strategies to achieve this include supporting small businesses,



using urban agriculture as an economic development catalyst, and creating opportunities for Eastridge residents to work at nearby major employers. The second transformative project targets improving housing conditions. Strategies include establishing a target revitalization area, exploring options to improve owner and renter occupied housing, leveraging new commercial development to facilitate quality home construction, and educating residents about code requirements and the enforcement process.

The following is a list of all goals that were identified by the community as priority items:

- break the cycle of no upward mobility by creating new economic opportunity,
- put the pride back by improving housing conditions,
- create safer places and spaces by reducing crime,
- build community by changing perception, and
- enhance neighborhood quality of life with public improvements and beautification.




TRENDS AND KEY TAKEAWAYS:

- Over the last decade Amarillo added about 630 new housing units a year, with the majority being single-family.
- The median home price in Amarillo has steadily increased by 70% from around \$127,000 in 2011 to around \$215,000 in 2022.
- The median income is around \$56,000 which correlates to an affordable for-sale price of \$175,000 or less.
- There is strong interest in building in Amarillo's ETJ, especially in Randall County. A 2022 study by the Planning Department found that nearly 25% of all platted and ready to build lots reviewed by the Department were located in the city's ETJ. The total number of buildable lots in the Amarillo city limits and ETJ totaled 6,658 (February 2022).





PARKS & CULTURAL RESOURCES



and choices facing the City of Amarillo. Local planning is a critical step and allows for a greater measure of growth and development, rather than reacting to changes. The plan encourages residents, stakeholders, and local officials' involvement in collaborating with one another to determine the vision for their community. The plan references parks, culture, and arts as an essential part of a healthy and sustainable community. Parks are a "key trade center" to the City, serving a wider population, not only locals. Adequate funding for timely development, acquiring enough land and suitable sites for neighborhood park development, opportunities to preserve and enhance more locations for environmental, aesthetic, and recreational value are some of the issues and needs from the past that are still relevant today, even after years of growth and change in the community.

Future Vision Blueprint for Amarillo (2018)

The *Future Vision Blueprint for Amarillo (2018)* provides a strategic vision and priorities to accomplish the objectives of embracing culture, arts, and recreation. The City of Amarillo's residents prioritize celebrating their diverse neighborhoods through unique experiences that highlight art, entertainment, and recreation. The plan suggests continued partnership with key partners to promote tourism and community events and festivals. The Beautification and Public Arts Advisory Board was established through this plan to provide recommendations on seventeen programs that promote and further the beautification of Amarillo and establish and preserve public art throughout the City.

Public Arts and Beautification Plan (2021)

The Public Arts and Beautification Plan outlines short-term implementation strategies and actions to create an arts and beautification program for the City. The Plan was developed in conjunction with the Amarillo Parks and Recreation Master Plan and reflects the feedback and priorities shared by the community throughout the engagement process. The plan defines Art as "a form of creative communication that includes fine, graphic, visual, cultural, performing, and literary arts." This is balanced by the initiative to beautify the City with "elements and projects that contribute to community aesthetics, particularly in public spaces." Overall, the plan identifies four strategies to successfully provide arts and beautification on a citywide level. These strategies include:

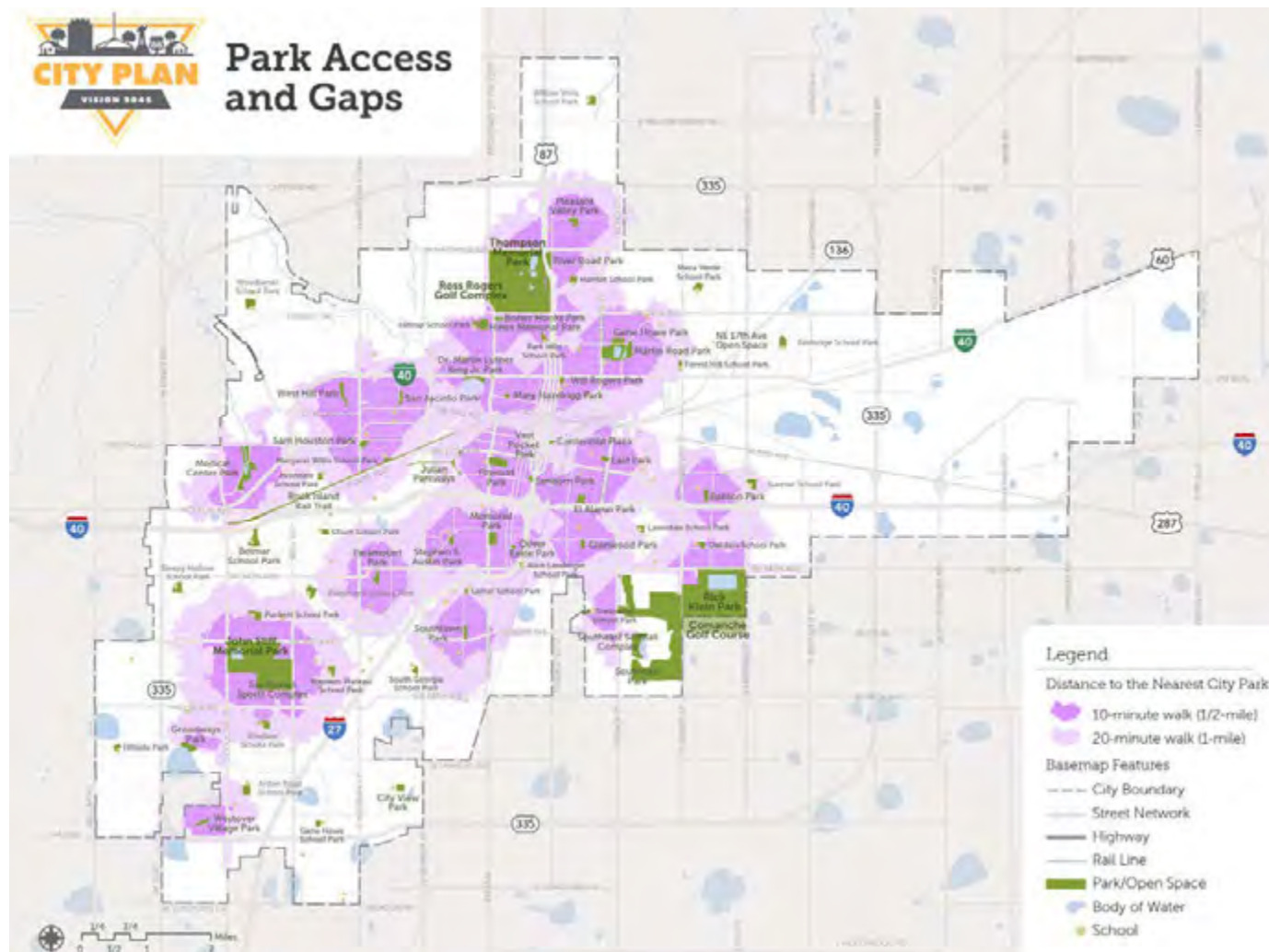
- Create and initiate a sustainable arts and beautification program.
- Initiate projects to inspire and grow community and partner involvement and support for the arts, fostering high-profile Board involvement.
- Foster community beautification through projects and partnerships.
- Identify longer-term strategies to refine and sustain the City's arts program and beautification program.

Implementation of the three-year action plan is based on realistic parameters and goals, including the set annual allowance. The first year of the action plan targeted emerging projects, such as the Mural Grant Project, to enhance the City's appearance, increase employment opportunities in the arts, raise awareness and appreciation of the value of art, and create civic pride while also encouraging tourism.

PARKS & CULTURAL RESOURCES

Parks and Recreation Master Plan (2021)

The *Parks and Recreation Master Plan (2021)* prioritizes services, amenities, and facilities within the City of Amarillo's parks system to foster safe, inclusive, enjoyable, and comfortable parks for the community. The plan emphasizes the importance of public engagement and the community's input throughout the process. Community feedback revealed priorities for improvements to existing parks, increasing the number of walking and biking trails, and adding a variety of outdoor recreation and opportunities for play. A variety of programming and events that better reflect Amarillo's





diversity, heritage, culture, and natural environment were also priorities for the public. The *Parks and Recreation Master Plan* includes a realistic action plan for the City of Amarillo to allocate resources where needed most to support the City's parks and recreation's evolving needs. The action plan is reflective of thorough analysis of the City park system, such as park access and gaps based on the location of existing City parks and 10- to 20- minute walkshed to each park. Strategies for prioritizing key projects and allocating funds through the investment strategy are outlined in the plan. In-depth facility inventory and condition assessments, mapping analysis illustrating high need areas, and future goals and objectives guide are also included.

2010 Comprehensive Plan Summary

The City of Amarillo is committed to upgrading parks and recreation systems throughout the City. The 2010 Comprehensive Plan illustrates the City's progress since the previous version of the plan in 1980. The City has completed five of the eight proposed projects, contributing to 69 parks and special use facilities. The City's objectives to build on a strong park system, enhance the downtown through local heritage initiatives and tools, and clustering cultural and entertainment assets continue with the adoption of the 2021 Parks and Recreation Master Plan, emphasizing the preservation and quality of open space, year-round leisure and recreational opportunities, and the conservation of native habitat and wildlife. New and amended City ordinances and department hiring strategies are also in alignment with the 2010 Comprehensive Plan's objectives.

TRENDS AND KEY TAKEAWAYS:

- In the recently completed Parks Master Plan process, 69% of residents who completed the survey said they would support an increased level of investment in Parks.
- Top funding priorities for Amarillo citizens include: playing, walking/biking, competitive sports, and casual recreation.
- The investment priorities for parks are to: 1.) Maintain or replace older park amenities; 2.) Expand or improve athletic facilities; 3) Add new parks in underserved areas; and 4.) add more variety in existing parks.





COMMUNITY MOBILITY & INFRASTRUCTURE

History of Infrastructure

Funding for Capital Investments

Like most Texas municipalities, Amarillo relies primarily on general fund money to fund capital improvements. There are limited impact fees such as the water/sewer tap fees, but most infrastructure funding comes from the City's sales tax and property tax. The City collects 2% sales tax; this, combined with the State's 6.25 percent rate, means the constitutional cap of 8.25 percent has been reached, and there is no availability for special districts or other increases in that rate. The City of Amarillo's property tax rate, approved in September 2022, is 40 cents per \$100 of assessed value. Although this is higher than nearby Lubbock's (34.77 cents), it is low in comparison to similar-sized Texas cities. For comparison, in the DFW area, the similarly-sized cities of Denton, Grand Prairie, and Plano, have property tax rates of 64, 59, and 47 cents, respectively. Cities typically have higher tax rates with increasing size and budget complexity; Houston's is 63 cents per \$100 and Dallas is 78. (Source: hdavidballinger.com/texas-property-tax.php)

Inadequate Funding for Maintenance and Operations

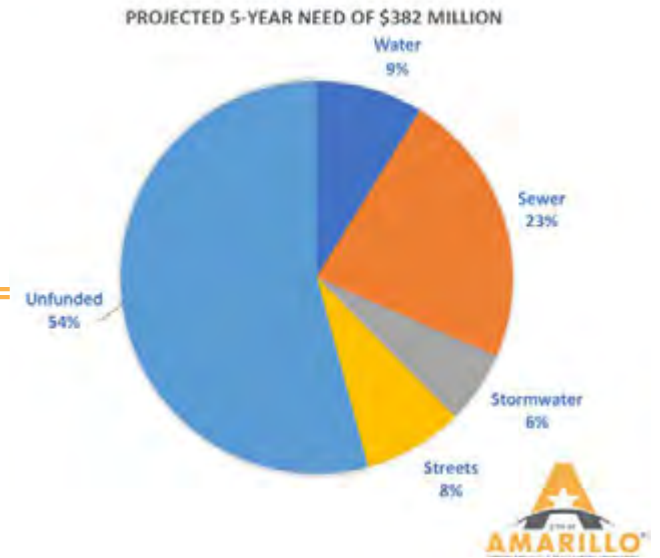
Based on various studies between 2012 and 2022, including utility plans and condition reports, it is estimated that the City has a backlog of \$382 million in maintenance, rehabilitation, repair, and replacement projects, of which the five-year CIP only addresses a little less than half (\$175 million, or 46%). Much of this maintenance has been deferred for many years, and its cost is competing with growth and expansion for the available funding.

**Water: Current 5-year CIP =
33.8M (16.2 M Deficit)**

**Sewer: Current 5-year CIP =
86.8 M (18.2 M Deficit)**

**Stormwater: Current 5-year CIP =
23 M (29 M Deficit)**

**Streets: Current 5-year CIP =
31.3 M (143.7 M Deficit)**



Partnership for Development Progress

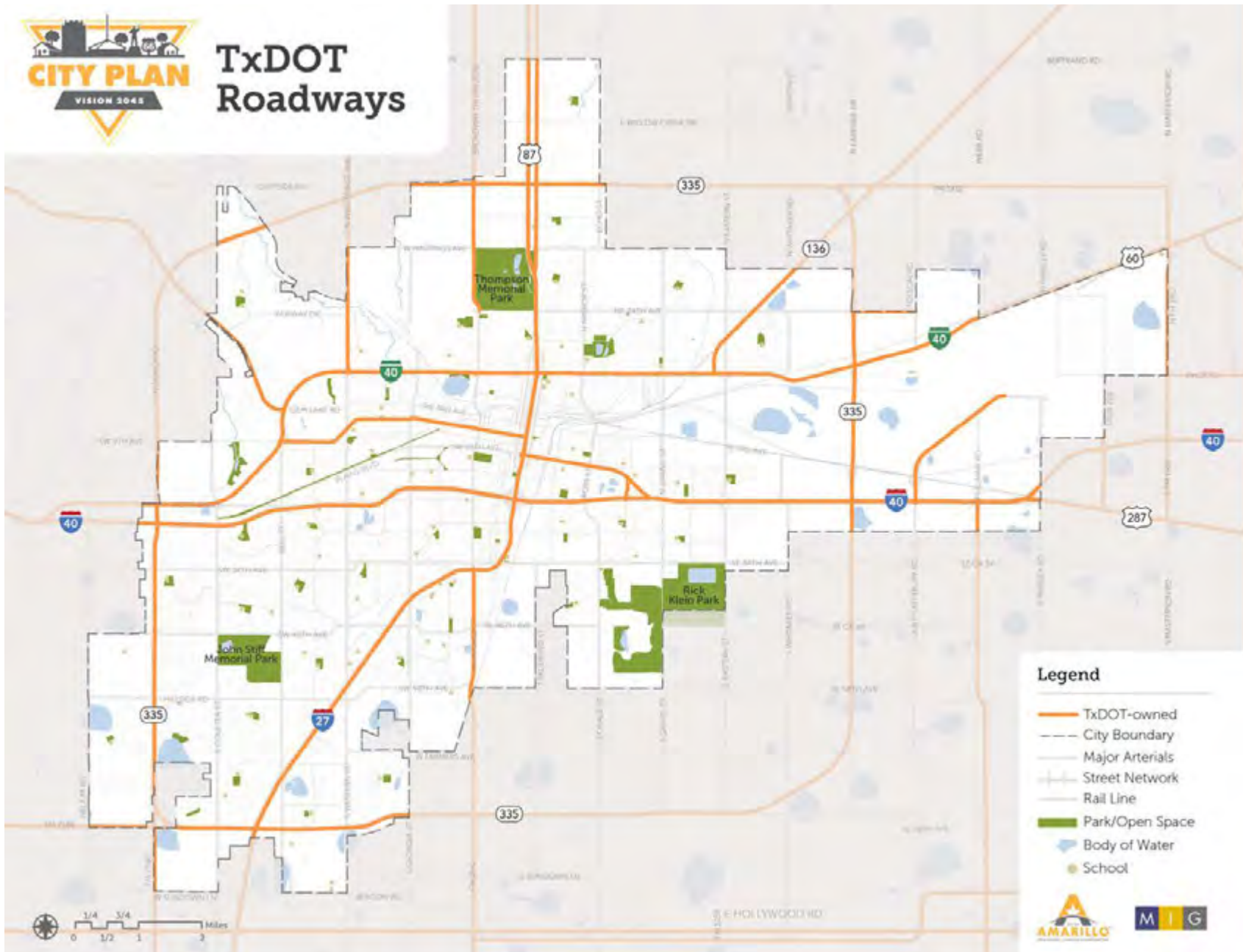
The Partnership for Development Progress (PDP) was started in 2021, with a vision of assisting the City in finding a “sustainable and predictable funding source to increase lots available for development without putting development costs on Amarillo property taxpayers.” The problem as identified by the PDP is essentially that the City's below-average tax rate, but above-average cost-sharing in infrastructure, has left the City unable to fund other improvements that development necessitates. In particular, deferred maintenance needs are becoming more and more urgent and leaving little funding available for growth, following the current pattern. In particular, street and roadway needs have been identified at over four times the current \$31 million CIP.

The PDP created a system of tiered recommendations tied to funding of all basic infrastructure for necessary operations, maintenance, planning, and growth. The first priority is to communicate to citizens the underfunded state of infrastructure and proposed solutions. This focused mainly on four areas of infrastructure: drainage, streets, wastewater, and water (supply).

Primary priorities were developed for these four areas, with activities to be addressed immediately and in the short-term. Generally each group revolved around ensuring



TxDOT Roadways





each infrastructure enterprise fund is self-sustaining, ensuring development pays a fair share of infrastructure costs, and develop a plan to address critical maintenance needs.

Specific elements of these primary priorities include the creation of a streets enterprise fund, the prioritization of street work based on pavement condition, and the creation of a process for developers to pay for new street infrastructure, either directly or through an impact fee, with the City then taking over maintenance.

Finally, secondary recommendations are also presented for the drainage, streets, wastewater, and water areas, detailing long-term planning needs including fiscal policy (both for utility rates and for allocation of tax revenue), closer examination of annexations with an eye to partnerships with developers, and studying the establishment of Public Improvement Districts and similar entities.

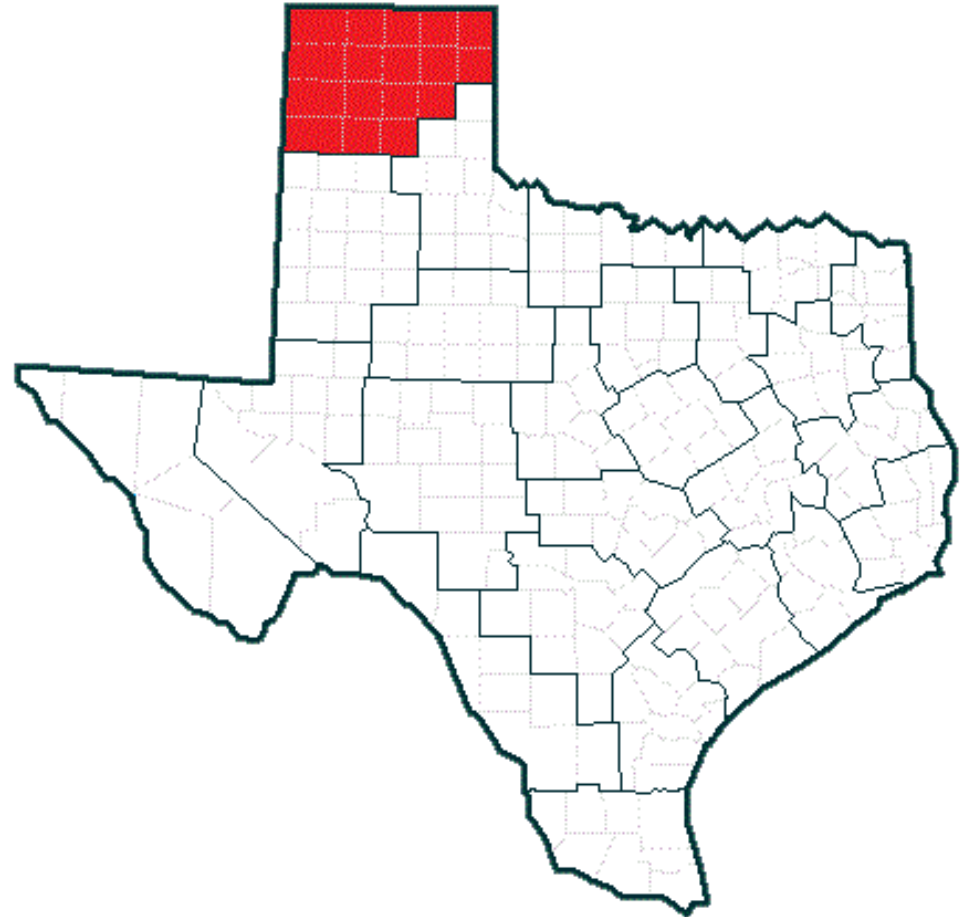
Responsible Parties and Players

City of Amarillo

The City is responsible for the majority of roadways in the City's boundaries, including their associated sidewalks, signage, striping, signals, lighting, etc. The PDP inventories 1,032 centerline miles of roadways and 273 sets of traffic signals. Note that this does not include roadways belonging to TxDOT within the city limits, including the Interstates and several other major arterials, except that the City does maintain traffic signals along TxDOT roadways.

TxDOT – Amarillo District

The state, through the Texas Department of Transportation (TxDOT), owns and maintains the freeway system, including I-40, I-27, US 87, and Loop 335; select major arterials including Amarillo Boulevard (I-40 Business), Fritch Highway (SH 136), and the Washington/Hughes/Broadway corridor (FM 2196 and FM 1541). TxDOT's Amarillo District covers 17 counties surrounding and north of Amarillo.



Amarillo MPO

The Metropolitan Transportation Organization (MPO) does not own or maintain infrastructure directly, but is responsible for programming Federal transportation funding in the region, allocating said Federal dollars to City, County, and State projects in their 3-year Transportation Improvement Program (TIP) and 25-year Regional Transportation Plan (RTP). Note that programming by the MPO is necessary only for projects to receive Federal assistance; the City is able to fund projects on their own without MPO participation. Priority projects in the MPO's plans are listed in a subsequent section.

Private

In Amarillo, as in most cities throughout Texas, infrastructure in new subdivisions is constructed by the developer in advance of home construction. Utilities and roadways must be constructed to City standards, but they are generally deeded to the City after completion, for ongoing maintenance. There can be limited retention of infrastructure by homeowner associations within gated communities,

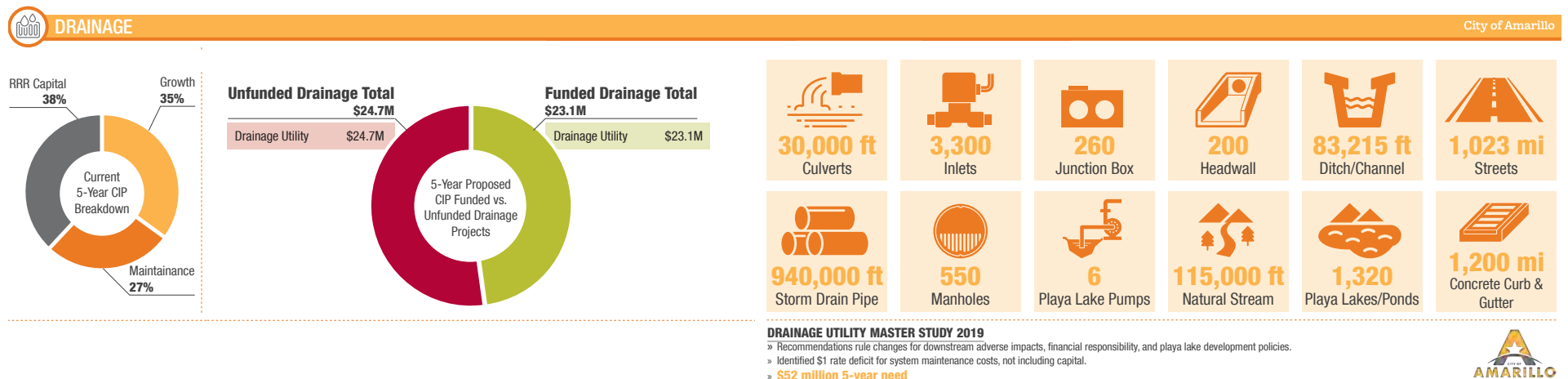
but these are not common compared to the quantity of infrastructure transferred to the City.

Overview of Current Conditions

The Partnership for Development Progress (PDP) has undertaken an assessment of the various types of City infrastructure, in support of financial estimates for ongoing maintenance and repair, and the consequent planning for how to fund these activities. All figures are from the PDP's Recommendations report, of August 15, 2022.

Drainage

The current Capital Improvement Project (CIP) budget devotes roughly one-third of its \$23.1-million Drainage budget to each of the three categories of growth (new capacity), maintenance (meaning smaller-scale work), and Rehabilitation/Repair/Replacement (referred to as "RRR" Capital, and tracked separately from "maintenance" projects). Still, the PDP estimates that this is only about one-half of the amount needed, based on the 2019 Drainage Utility Master Study.



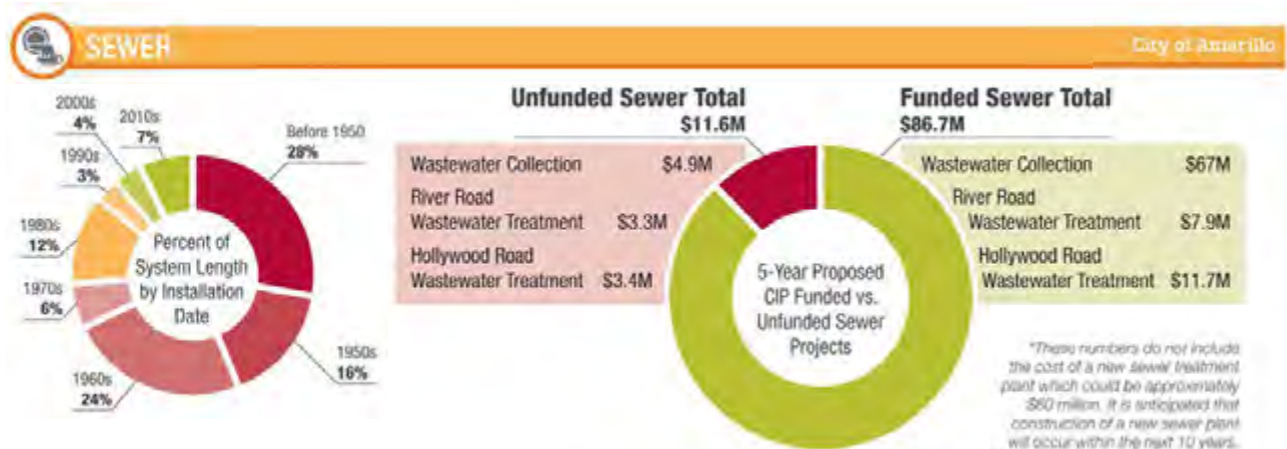
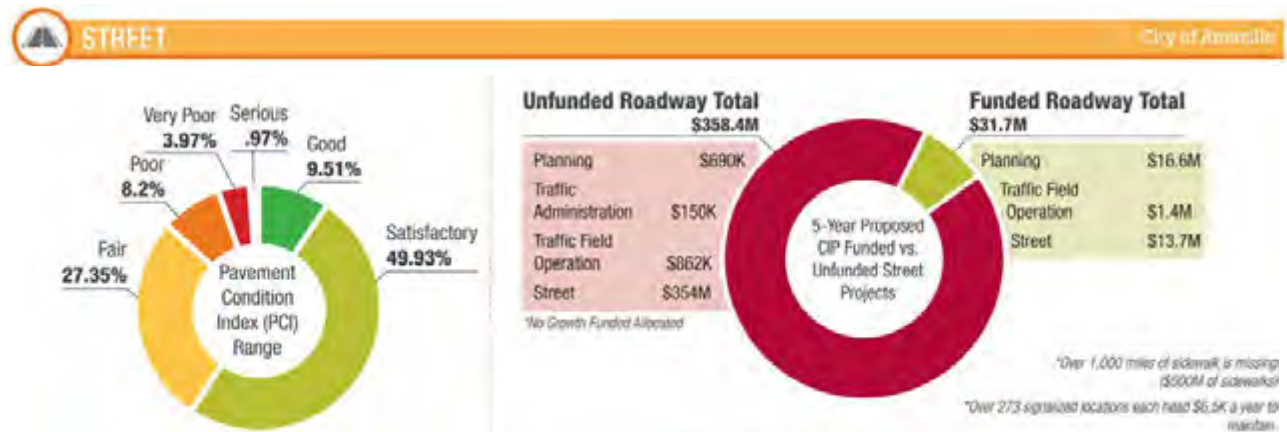
Streets

Similar to the drainage category, Amarillo's current CIP budget divides the Streets budget roughly into thirds for growth, maintenance, and RRR. However, the PDP estimates the CIP budget of \$31.7 million is barely one-tenth of the needed amount, mostly due to two issues: the poor condition of many roadways, and inflation in construction costs.

Less than 10 percent of the City's streets were assessed as "good" condition on the Pavement Condition Index in 2017, and nearly 50 percent were assessed as "satisfactory." Additionally, roadway repair costs, mainly for materials, increased as much as 195 percent between 2017 and 2022. Overall, costs for the same work more than doubled in that five-year period.

Sewer/Wastewater

The current CIP budget also divides funding for Sewer work roughly into thirds for growth, maintenance, and RRR. Unlike the other three categories of Drainage, Streets, and Water, Sewer is relatively well-funded, with the \$86.7-million budget covering about 90% of the estimated needed work. Also, the two major treatment plants have considerable spare capacity comparing current operations to permitted amounts. Still, there is a lot of major work on the horizon, with 70% of the sewer pipes being at least 60 years old as of 2022. One simple recommendation here is to coordinate as much as possible needed roadway improvements with sewer work, to reduce construction costs.



Water

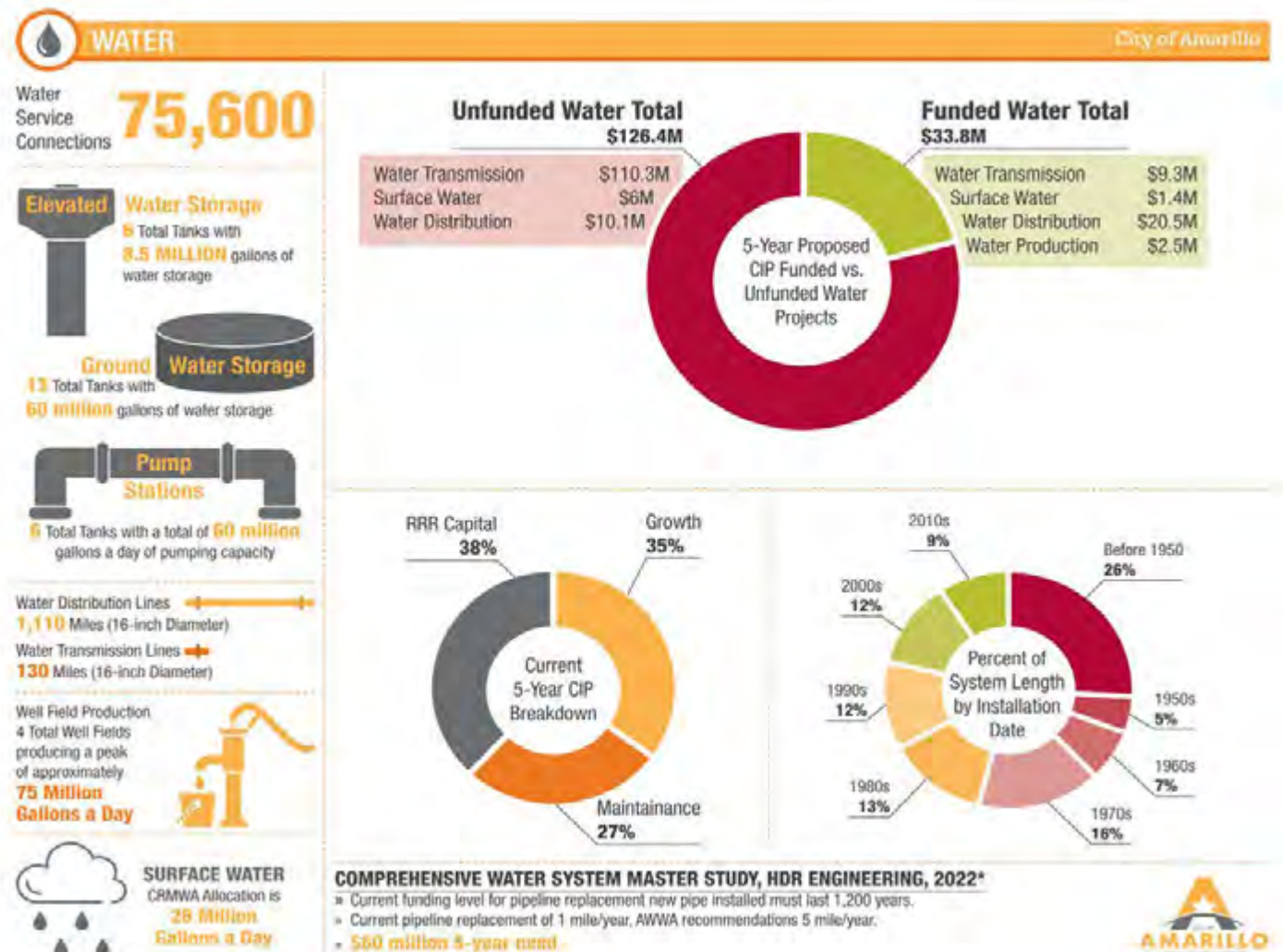
The final category, Water, also sees the current CIP budget divided roughly into thirds for growth, maintenance, and RRR. However, like Drainage and Streets, the amount allocated is not sufficient to cover the identified need, with the \$33.8-million dollar budget less than a quarter of the needed amounts.

Waterlines in Amarillo on average are newer than sewer lines, per the Comprehensive Water System Master Study of 2022, but there are still over half the mileage of pipes is 50 or more years old, dating from the 1970s or earlier.

Current Major Projects

Capital Improvement Plan / Community Investment Program (CIP)

The CIP calls out strategies and broad funding categories, as noted in the Overview of Current Conditions section above. For example, it notes that street reconstructions will be prioritized based on the Pavement Conditions Index data collected in 2017. Individual projects are called out in the City budget, and highlights of these are listed below. Although many of these do coordinate well with the PDP goals, including

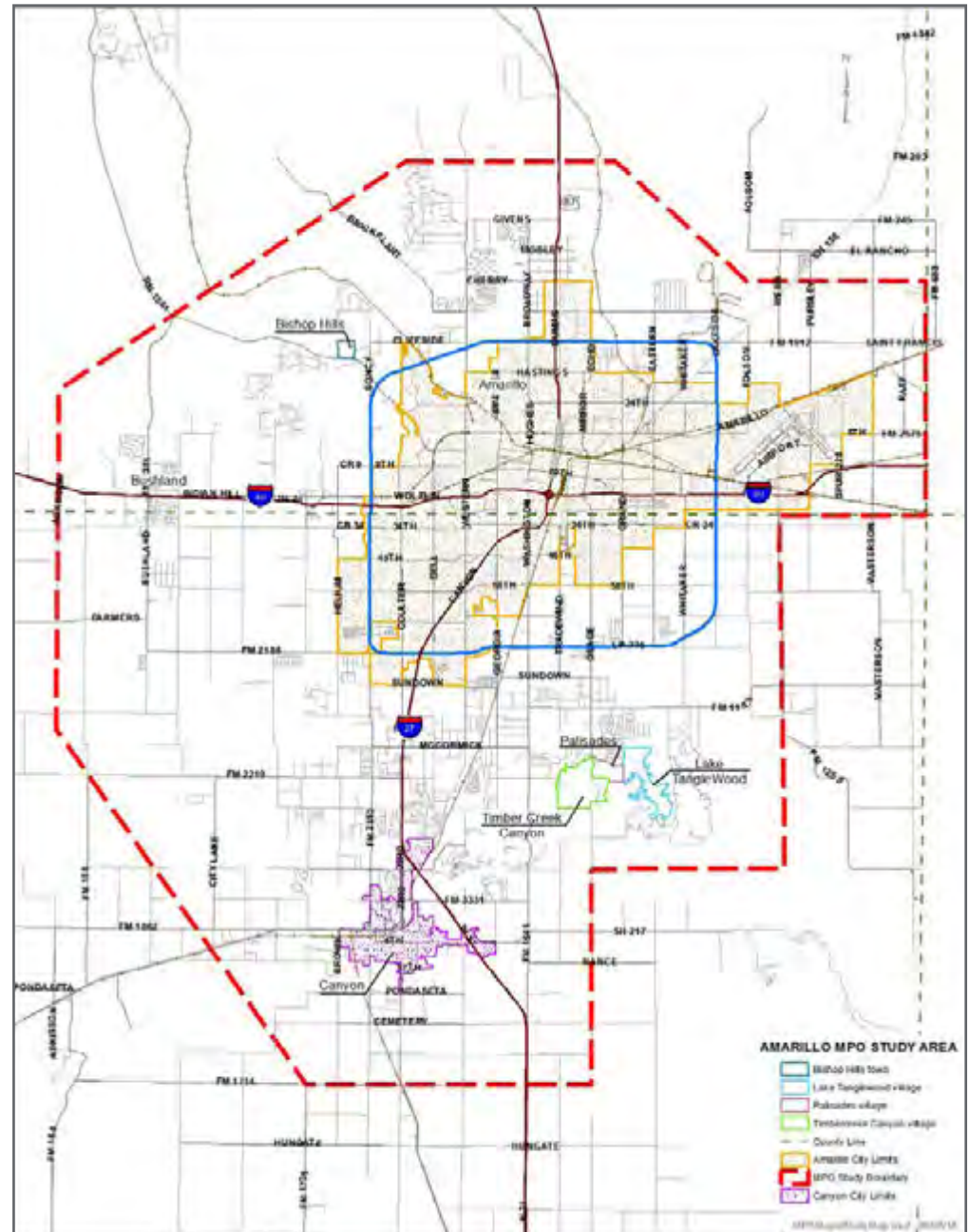


COMMUNITY MOBILITY & INFRASTRUCTURE

addressing long-standing maintenance backlogs, a goal of City Plan is that its recommendations will align with, and be better reflected by, the projects selected in the CIP. One potential means to show this is for the budget to specifically call out information as to which City Plan goals each CIP project addresses. Also, the budget lists CIP projects by the responsible department, some of which (such as Planning) may cover one or more infrastructure types.

Selected CIP projects:

- “Complete Streets” Reconstruction of North Hughes from NW 3rd to NW 24th - \$10,080,000
- Traffic Signal System Improvements (replacement of end-of-life equipment) - \$1,000,000
- Various Street Resurfacing - \$2,337,000
- Water Rights Expansion (securing water supply sources) - \$18,000,000
- Water System Expansion (City share of new waterlines) - \$500,000
- Wastewater Main Upsizing on River Road and St. Francis - \$2,500,000
- Wastewater Interceptor near NE I-40 - \$26,171,000
- Citywide Water Main Replacement (including allotment for emergency repairs) - \$4,950,000
- Wastewater Master Study - \$1,500,000
- Wastewater System Expansion (City share of new wastewater lines) - \$500,000
- Citywide Wastewater Main Rehabilitation (including allotment for emergency repairs) - \$3,450,000
- Downtown District Drainage Improvements - \$5,000,000
- Arterial Roadways with Storm Sewer Improvements:
- 34th Avenue from Helium to Soncy - \$414,000
- Bell Street from Hollywood to Sundown - \$273,000
- Coulter Street from Hollywood to Sundown - \$1,805,500
- Georgia Street from Burk to Hollywood - \$357,500





Plans and Studies

Amarillo MPO Transportation Improvement Program (TIP) & Rural Transportation Improvement Program (RTP)

The MPO's list of Priority Projects is exclusively focused on the major highways and freeways that belong to TxDOT, including widening multiple sections of I-40 and I-27 from 4 to 6 lanes. Other projects relate to the continuing upgrades of Loop 335 to a full freeway, along with its relocation on the west side, from Soncy Road one mile west to the Helium Road corridor. Other Federal funding is allocated to Amarillo City Transit for operating expenses and capital costs of new vehicles.

Corridor projects in the TIP within the City include East Amarillo Boulevard and East 10th Avenue, both TxDOT roadways. Additionally, approximately a dozen intersection improvements are programmed.

The MPO's Policy Committee has adopted various performance measures designed to quantify improvements to safety (reduced rates of injuries and fatalities) and the system itself (percent of roads and bridges in good condition). This is something the City will need to monitor, especially with their existing issues of funding infrastructure maintenance and repair.

2019 Regional Multimodal Plan

The recent Regional Multimodal Plan, consolidated and integrated the recommendations from three previous efforts, the 2010 Hike and Bike Master Plan, the 2012-2017 Regionally Coordinated Transportation Plan, and the 2016 Transit Master Plan. The plan referenced proposed major thoroughfares, a proposed bicycle network, pedestrian focus areas, proposed express transit routes to West Texas A&M and the Amarillo airport, and select intersection improvements. The City intends to adopt the thoroughfare plan contained in the 2019 Regional Multimodal Plan as the official thoroughfare plan. The effort is ongoing at the time of this City Plan effort.

2010 Comprehensive Plan Summary

Mobility concerns expressed by the public, as listed in the 2010 plan, focused on intersections with congestion or safety concerns, many of which are being addressed in the TIP. Safety concerns were noted on corridors with heavy freight and truck traffic, particularly the I-40 frontage roads. Pedestrian and bicycle advocates also noted the need to continue improving conditions for non-motorized transportation. Other roadway projects moving forward include the relocation of Loop 335 west from Soncy Road, to allow it to be developed as a full freeway.

TRENDS AND KEY TAKEAWAYS:

- The current funding for basic infrastructure is not able to fully fund the necessary maintenance, operations, planning, and growth for the City of Amarillo. The projected five-year funding need for water, sewer, streets and drainage is \$382 million, of that 54% is currently unfunded.





KEY QUESTIONS FOR THE PLANNING PROCESS



Introduction:

- What is your 2045 Vision for Amarillo?
- What do we love about our history and culture and how can we make sure those things are still a part of our City 10 to 20 years from now?

Growth Management & Capacity:

- Should we continue supporting new development on the outskirts of the City and in unincorporated areas of the County, given the impact on the City's budget, traffic, and utilities?
- What types of industries and/or jobs represent the best opportunities to grow and diversify Amarillo's economy?
- What tools and strategies can best help take advantage of those opportunities?

Land Use & Community Character:

- Infill development, or building in areas that are already developed rather than building in new, undeveloped areas, has been identified by multiple plans and strategies over the years. We continue to see most new construction in Southwest Amarillo and little progress with infill. What policies and programs are needed to make this type of development easier?



Housing & Neighborhoods:

- What is the community's vision for the older neighborhoods in the central parts of Amarillo?
- How can they be improved or even reimagined?

Parks & Cultural Resources:

- Parks funding is currently inadequate to cover the maintenance and improvement of existing parks, so how should the community plan for future parks in newly developed areas?

Community Mobility & Infrastructure:

- Several plans discuss making Amarillo more walkable, which means making it easier for people to walk, bike, or use public transportation instead of driving. But this might mean making driving a little less convenient in some areas. Would improving the walkability, bike, and transit travel in Amarillo be worth making driving less convenient?

City Plan — Vision 2045

Existing Conditions:
Recent Trends and Current Direction

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